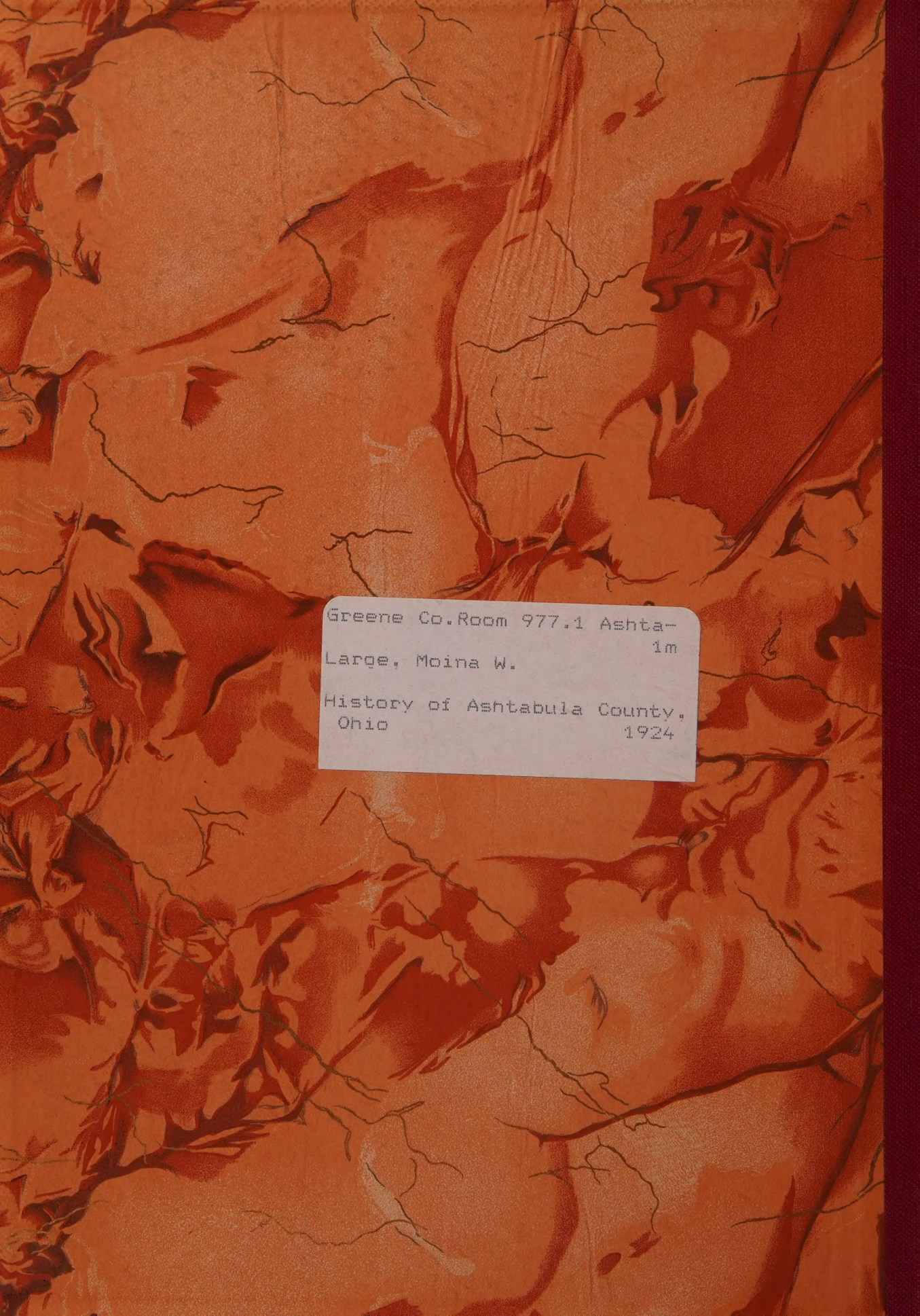


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History of Ashtabula County,
Ohio 1924



Presented By
Alice Kinnard



MOINA W. LARGE

HISTORY
of
ASHTABULA COUNTY
OHIO

By
MRS. MOINA W. LARGE

IN TWO VOLUMES

ILLUSTRATED

VOLUME ONE

HISTORICAL PUBLISHING COMPANY
TOPEKA-INDIANAPOLIS
1924

PREFACE

This work purports to be a concise and, as nearly as possible, chronological history of Ashtabula County. The annals as set forth have been gleaned from what is believed to have been the most authentic sources available, and their compilation represents nearly a year's time and effort, digging and delving for reliable facts. The general history of the county, from the landing of the first white settlers to the present time, has been pretty thoroughly covered.

The compiler realizes that it is humanly impossible to chronicle absolute facts in all cases, and especially regarding the happenings of years so far back that there are none now living to give personal information. It has therefore been necessary to refer to the work of former historians in many instances. It has also been necessary to take the best information obtainable from some individual, at times, who might unintentionally err.

Ashtabula County, the largest, in area, in the state, and one of the most important, historically and commercially, has many things of which to boast. It has been nearly a half century since a history devoted exclusively to Ashtabula County has been written, and those years have seen the greatest achievements in way of progress and development.

It has been the endeavor of the compiler to give credit to all persons and sources from which the information given has been obtained, when credit was due. This, it is believed, will add to the interest for the readers, when they see that their friends have been contributors. The utmost appreciation of the editor is here expressed to those who, by their contributions and information, have helped in the assembling of the material for this history. The work of gleaning the information has been wonderfully interesting to the writer, and if the readers find as much pleasure in its perusal, it will be very gratifying.

MOINA W. LARGE.

Ashtabula, Ohio, Dec. 31, 1924.

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MAIN STREET, ASHTABULA, OHIO

History of Ashtabula County

CHAPTER I.

ORIGINAL TERRITORY AND TITLE.

EXPLORATION—CLAIMS OF OWNERSHIP—THE WESTERN RESERVE—CONNECTICUT LAND COMPANY—PIONEER SETTLERS—TITLES—SURVEYORS ARRIVE—EARLY CONDITIONS—TOWNSHIPS ORGANIZED.

What a wealth of romance, achievement and realization of fond hopes; what bitter disappointments and cruel tragedies have attended the discovery, growth and development of this blessed commonwealth!

It was over 300 years after Christopher Columbus discovered this continent, before other explorers penetrated the unbroken forests of what later became Northern Ohio, with a view to settlement and development of new territory for the future welfare and prosperity of themselves and their progeny.

For the purpose of this history, we will refer briefly to antecedents farther back than those who were immediately responsible for the organized and systematic plan for development of this section of new country. History relates that, in 1662, King Charles II granted a charter to certain patentees, through which the state of Connecticut derived a claim to a strip of land 62 miles wide, clear across the continent, from Narragansett Bay to the Pacific coast. What later became known as the Western Reserve, constituted one section of that strip in this locality.

The states of Massachusetts and New York also claimed right of ownership to this same territory, and it was more than a hundred years before satisfactory settlement of the dispute was made. In 1780, New York state relinquished claim to all territory west of a line running southward from the "Western Bend of Lake Ontario." Five years later, Massa-

chusetts ceded the western land to which she had laid claim, and the next year Connecticut fell in line and, through her authorized delegates in Congress, gave up all lands which she had claimed lying west of "A line 120 miles west of and parallel with the Western Boundary of the State of Pennsylvania." The territory lying between latitudes 41 and 42 degrees, 2 minutes north, and extending westward of the Pennsylvania state line for 120 miles, was retained and became known as the "Western Reserve of Connecticut".

In May, 1795, the general assembly of the State of Connecticut appointed a committee to promote the sale of the greater part of the Western Reserve. This committee disposed of the property in individual contracts to about 50 persons. These purchasers banded themselves together and organized the Connecticut Land Company, and proceeded at once with preliminary steps, looking to early exploitation of their purchase. The Connecticut Land Company purchased the "New Connecticut" tract for \$1,200,000, which was deposited in the state treasury of Connecticut, and there was an understanding that the proceeds from this fund were to be devoted to the educational needs of the state. This original sale fund is said to still be in the state treasury.

So many of the family names are familiar to residents of this day, that it is fitting to enumerate the individual members of the Connecticut Land Company, descendants of many of whom still live in the county. They follow: Atwater, Caleb; Austin, Eliphalet; Battle, William; Bliss, William; Boardman, Elijah; Brace, Johnathan; Bull, James; Burr, Timothy; Cleaveland, Moses; Coit, Daniel L.; Cowles, Solomon; Edwards, Pierpont; Ely, Justin; Granger, Gideon, Jr.; Griswold, Solomon; Hart, William; Holbrook, Daniel; Holmes, Uriah, Jr.; Howland, Joseph; Hubbard, Nehemiah, Jr.; Hyde, Elisha; Johnson, James; Johnson, Robert C.; Judd, William; Kelley, Ephraim; Kent, Benejah; King, Ebenezer, Jr.; Law, William; Levvet, Thaddeus; Loomis, Luther; Lord, Samuel P.; Lyman, William; Mather, Samuel; Mather, Samuel, Jr.; Miller, Ashur; Newberry, Roger; Perkins, Enoch; Phelps, Oliver; Root, Ephraim; Sandford, Peleg; Starr, Ephraim; Stocking, Jabez; Stoddard, John; Storrs, Lemuel; Stow, Joshua; Street, Titus; Strong, Elisha; Swift, Tephaniah; Tracey, Uriah; White, Elijah; Williams, Joseph; Yates, Joseph.

It was necessary that they obtain an indisputable title, before they could safely proceed. This was no easy matter, as it was found that the

state of Connecticut, from which they had bought the land, had not established a clear title, as the Government of the United States had not formally released its rights of possession and dominion. It was not until 1800 that Congress settled the matter by authorizing the President to grant letters-patent to the governor of Connecticut, releasing all claim to the Western Reserve territory. Connecticut, in turn, was thereby enabled to ratify her contract with the Connecticut Land Company.

In the meantime, however, the company directors were so sanguine of ultimate success in acquiring title, that they did not wait for the final decision, but, in the spring of 1796, a company of several surveyors and assistants, numbering nearly 50 persons, started out on an expedition to the newly acquired lands in the West, their object being to make a survey and plat the property.

The party assembled at Schenectady, N. Y., from which point they journeyed by devious routes to Buffalo. The men and their equipment filled four boats. Joshua Stow was commissary; the surveyor-in-charge was Augustus Porter, and the other surveyors were Milton Holly, Seth Pease, Amos Spafford, Richard Stoddard and Moses Warren. Moses Cleaveland, the special representative of the land company, was aboard and there was also a physician, Theodore Shepard. Other members of this venturesome party were Joseph McIntyre, George Proudfoot, Francis Gray, Samuel Forbes, Elijah Gunn, wife and child; Amos Sawtell, Samuel Hungerford, Amos Barker, Stephen Benton, Amzi Atwater, Asa Mason, Michael Coffin, Samuel Davenport, Samuel Agnew, Shadrach Benham, William Hall, Elisha Ayers, George Gooding, Norman Wilcox, Thomas Harris, Timothy Dunham, Wareham Shepard, David Beard, John Bryant, Titus Munson, Joseph Landon, Olney Rice, James Hamilton, John Lock, James Halket, Job Stiles and wife, Charles Parker, Ezekiel Morley, Nathaniel Doan, Lake Hanchet, Samuel Barns, Daniel Shulay, Steven Burbank.

After many days of buffeting the waves of Lakes Ontario and Erie, and weathering numerous storms, in one of which one of their boats was wrecked, the party, without the loss of a soul, arrived at the northeastern corner of the Western Reserve, and made a landing, on July 4, 1796, Independence Day, just east of the mouth of Conneaut Creek.

In recognition of the coincidence found in their arrival on their objective soil, on the anniversary of the day of the signing of the Declaration of American Independence, and in thanksgiving for having reached the

goal which they had endured many hardships in attaining, the little company arranged a special feast and program of appropriate exercises and speeches, during which they christened the place of landing "Port Independence".

We who enjoy the blessings and comforts of the present period of luxurious living, can never be sufficiently grateful to those who composed that little band of adventurers; we can never fully appreciate what hardships those forbears faced and endured, more for the comfort and profit of generations to come than for their own advancement and happiness.

They had visions of a wonderful future when they started on their journey to an unknown land. They left comfortable homes and their circles of loving relatives and friends to fare forth on adventures of which they little dreamed. The fact that their journey was accomplished without serious mishap, was but an item to the credit of their good fortune. It was when they set foot on Ohio soil that they began to realize what an undertaking they had engaged in. The vista of highlands and unbroken forest that spread before them as the bows of their little vessels ground onto the sand of Lake Erie's beach, was anything but reassuring or promising. They knew not what lay behind that veil of standing green, that stretched as far as the eye could see up or down the coast. They knew this was the Redman's land—that in all probability he would not accept gracefully the intrusion of the hated white man, who had been gradually and surely pushing him back toward the setting sun, compelling him to relinquish his rights and abandon the happy hunting-grounds of his forefathers.

The newcomers knew that, by treaty, the Indians had ceded this territory to the government of oppressors; they also knew the treacherous disposition of the Redskin, and that doubtless many had remained on their former possessions through hope that they would not be disturbed. For these Aborigines to withdraw to new abodes meant that they must encounter other tribes, who might not prove very hospitable, but were more likely to resent the encroachment. It seemed more desirable that they remain where they were on the chance that their presence might intimidate the Palefaces from the East, who came to take up the land.

Arrived at their destination, the voyagers took a little time to explore the surroundings before they decided where they would locate to establish a settlement. Finally they decided upon a location and proceeded to erect crude dwellings. History says the first house built in Ashtabula County

was put up at this time. The men of the party who were not busy on the survey, had little else to do than take such steps as would be necessary in preparation for meeting the rigors of the winter that was coming. They worked together, helping each other when and where needed, and the first snow fall found the strangers comfortably housed and fortified for what was to follow.

They found abundance of game, both large and small, right at their door, as it were, and the lake and river abounded in fish and amphibious animals that afforded good food.

In obtaining materials for their buildings, trees were cut down and other growth cleared away, whereby space was afforded for the tilling of the soil, when spring should come again.

Although they missed their comfortable homes back east, when the cold and stormy days of the winter came, they suffered few real hardships during those few months, because they were well housed, had plenty of fuel and abundant food. To shorten the hours, they indulged in social intercourse, visiting each other's cabins, arranging evening entertainments, and laying their plans for the future. Every time that a man of the party went beyond the immediate confines of their settlement, he had new tales to relate upon his return, of discoveries made.

Every new prospect was a source of interest. They soon found that there were forests of maple from which they might extract the sap in the spring, and regale themselves on the delicious product. In the fall, the men came home laden with shack of every variety, and nutting expeditions were popular with the young people, whose particular care it was to see that abundant stores of various kinds were put away to cure for disposal when the cold season of short days and long nights should come on.

Sitting in front of the fire-places from which big logs were spreading their cheerful radiance and heat, they thought and talked of those whom they had left behind, who were enjoying more secure habitations and educational and religious advantages. But they were not daunted; they had left with the full determination to take whatever came their way in the future, to meet the hardships with courage and brave the dangers, be what they might. So they accepted their chosen lot gracefully and looked hopefully forward to the future and what fortunes it might bring.

After unloading their household goods, working implements, stores of food and other cargo, the surveyors lost little time in setting about the

business that had brought them. They set out for the southernmost boundary of the Western Reserve, to ascertain the exact point at which the western line of Pennsylvania was intersected by the twenty-first degree of north latitude, and from that point they laid lines north and south, five miles apart, toward the west, and similar lines east and west, the same distance apart, thus blocking out the Reserve into sections five miles square, which were to constitute townships. This original survey extended only as far west as the Cuyahoga River, as that portion of the Reserve lying west of that line was still in possession of the Indians, from whom it was not finally taken over until 1805.

To facilitate description, the latitude lines were numbered as townships and the meridian lines as ranges. The base of the survey having been the southeast corner of the section, that block, Williamsfield, was range 1 and township 8; Andover, the next township north, was in the same range, and township 9, and so on, up the first range to the lake. In the other direction, Wayne was in range two, and was township 8, ranges 3, 4 and 5 succeeding toward the west.

When the work of surveying had been finished in accordance with the company's plans, the land was divided among the various members of the Connecticut Land Company. Three thousand dollars constituted one share, and in accordance with the number of shares owned, the land was divided among the owners, each of whom received a deed from the Connecticut Land Company for his individual portion.

Nehemiah Hubbard, a member of the Connecticut Land Company, whose home was in Middletown, Conn., had extensive interests in the company's holdings, and he became owner of a large share of the land which is now Ashtabula Township, Plymouth and a large portion of Sheffield.

The question of apportionment among the stockholders of the company, gave rise to a rather perplexing proposition. The company having bought the tract for \$1,200,000, divided the holdings of the 52 stockholders into four hundred shares, thus making each share of a value of \$3,000. Some of the members had invested heavily and held large blocks of the stock, while there were others who held but one share. In order that the large holders might not have an advantage over the others and get possession of the most desirable portions of the land, it was decided that the fairest method of division would be by lottery, which means would assure

each member an equal chance with the others, in accordance with the amount of his holdings.

To this end, a committee of equalization was appointed to make the division according to the plan of the company, which contemplated, first, the setting aside of certain parts of the Western Reserve to be offered for sale to actual settlers. It was decided to retain the best four townships in the eastern part of the Reserve, to be the first partitioned among the stockholders, after the manner above mentioned. These townships were surveyed, so as to average one hundred lots to the township, thus forming four hundred lots, or one for each share of stock. When it came to the drawing, each holder participated in proportion to his holdings.

The townships chosen for this first drawing were: No. 11 in range 7, and Nos. 5, 6 and 7, in range 11. This reservation included what is now Perry, in Lake County; Northfield, in Summit County; Bedford and Warrentonville, in Cuyahoga County. Eventually, the territory that now constitutes the County of Ashtabula, came into a drawing and was disposed of by lot and chance, like the others.

CHAPTER II.

OUR PREDECESSORS.

INDIANS—ALGONQUIN AND IROQUOIS TRIBES—"ASHTABULA"—INDIAN VILLAGES
—MASSASAUGA—INDIAN CUSTOMS—ABUNDANT GAME AND FISH—INDIAN
WARS—ASHTABULA RIVER—CHIEF AMIK.

The surveying party who landed at the mouth of Conneaut Creek in 1796 were not the first white persons who had penetrated thus far into the western forests, but they were the first to come to the then wild West with a view to establishing for some of themselves permanent homes; the first to constitute a colony with the declared object of starting the development of the unknown resources of this new Western Reserve of the State of Connecticut.

They found footprints of moccasins only, but not many of them, as, by treaties consummated prior to that period, most of the Red Men had retired to other sections of the country, said retirement being of the nature of retreat from the onward progress of the white man.

The Indians who inhabited the south shore of Lake Erie in this section last prior to the invasion of the white man, were said to have been of the Algonquin and Iroquois tribes. This, however, had been a prolific hunting and fishing resort, and representatives of numerous tribes came here periodically to indulge in the sport and replenish their larders at home in some other territory.

The township of Windsor, than which there is none more picturesque in the whole county, was one of the favorite places of assemblage for the hunting braves. It is said that as many as four or five hundred Indians would constitute the temporary colonies attracted in season by the excellent sport afforded by the wilds of that interior township. Among the tribes represented, who met in friendly association, are named the Ottawas,

Chippewas, Cayugas and Tonawandas, while there were others not mentioned by names.

The name "Ashtabula" was derived from the Indians and is variously translated as meaning "Beautiful River", "River of Fish", "Many Fish", "Fish River", "River of Many Fish", etc. At any rate it seems to have reference to the river, the course of which, with its tributaries, embraces many wonderfully picturesque scenes, the most attractive of which are almost within the limits of Ashtabula city.

Where the Algonquins came from, history does not relate. Neither does tradition. The Massasaugas were of the Delaware family. Both were friendly, as a rule, with the white newcomers, and gave the latter very little trouble.

These tribes had their villages in different sections of the county, Conneaut, Wayne, and Andover being the most prominent. Near Andover, in the vicinity of Pymatuning Creek, there was a large village that covered nearly an acre of ground. Many implements of stone, arrowheads and other relics of the day when the Red Man held sway have been found on and about the site of this village.

In fact, evidences of the Indian occupation or visitation have been found in nearly every section of the county and many homes now have treasured relics that were picked up by the occupants' ancestors, or even up to very recent years by themselves.

The Massasaugas were a very religious tribe and even after the advent of the whites there were enough left to hold their periodical feasts and rites. Relative to this, the following is taken from historical sketches of Ashtabula County written in the '50s by Joel Blackeslee, historian:

"They are described by the early settlers as occasionally holding their dances and pow-wows for heathen worship on the site of the old fort. Some of these were performed with great solemnity. One has been described by Joshua Fobes as follows: 'They arranged themselves in a circular form around a large fire, one of them with a sort of drum, beating on it to mark the time, while the rest, stooping forward, kept up a sort of jumping dance, with much prolonged activity, all the time singing the words "He-up-a-he-oh-a, He-up-a-he-oh-a", in a monotonous manner.'

"One of their modes of worshipping the Great Spirit was described to Mr. Joel Blackeslee by a lady, one of the first settlers in Williamsfield, who often visited the Indian camp, and in the night season witnessed the solemn

ceremony. She describes it as follows: 'When the hour arrived, the worshippers arranged themselves in two lines, one of males, the other of females. Three or four Indians, drummers, sitting on the ground with their single-headed drums and single drumsticks, struck up the solemn tones, accompanied with the voice. At that, all parties in both lines commenced an active and regular motion to and fro toward one another and back again, all keeping exact time with their feet to the drum, while their voices, united in solemn tones, chanted aloud the following notes: "Weter-weter we-hah; Weter-weter, we hah; Weter weter we hah, hah. How-we-ah, How-we ah hah. How-we ah, How we ah haw wah. High-tonne-ah, High tonne ah hah wah; High tonne ah, we a hah wah."

"This tune, expressed in a plaintive voice and accompanied by the melancholy sounds of the drums and the measured tread of the dancers, gave an air of solemnity to the whole. To witness one of these exhibitions of a savage worship at midnight, by moonlight or torchlight, in the otherwise silent hours of the night when all nature was hushed in soft and deep repose, was indeed impressive'.

"This company of Massasauga Indians consisted of 20 or 25 families, who lived by hunting until about the time of the arrival of the whites. Friendly intercourse was kept up between them and the settlers, and through the efforts made in their behalf, they soon became more civil, and turned their attention to the cultivation of the soil and raising of cattle.

"It is told of them that, notwithstanding the efforts made in their behalf, the Indians played a trick with some of their benefactors which showed their inherent treachery. Good old Father Wakeman engaged to let them have an excellent piece of ground for corn land, consisting of about five acres. He prepared the ground in good season and style, expecting that the Indians would work upon the halves. The Indians came and were punctual to their contract, and about the time the corn was to be gathered, Mr. Wakeman was so well pleased that he told his wife to prepare a good dinner for the whole gang, as he would give them a good feast for their faithfulness.

"Just at this time one of Mr. Wakeman's friends came and asked him what had become of his corn. Mr. Wakeman started over the ridge which lay between his land and the cornfield, but when he arrived at the

top, behold, not a stalk remained! It had been cut up close to the ground, nothing remaining but the roots.

"Wakeman then directed his course to the Indian camp, where he found the Indians, old and young, feasting on roasted corn. They had carried the whole crop on their backs, going a considerable distance around through the woods to prevent discovery, and had taken it to the camp. Mr. Wakeman concluded, the next time, to till his own land."

The surface of the Western Reserve, especially the county of Ashtabula, was not like that of New England—made up of rocky hills and ledges of granite and with the exception of along the streams emptying into Lake Erie, there was not much that might be called romantic or beautiful in the way of scenery. For about five or six miles back from the lake these streams had cut deep gorges; in many places more than 100 feet deep.

The banks of these streams and of Ashtabula Creek especially, were covered with a heavy growth of pine and hemlock, whose branches overhung the gorges and together with the giant sycamores growing upon the flats and occasionally black walnut, they were dark, gloomy recesses in the woods. In many places they were very narrow and the banks steep. They were given the name of "gulfs," where the sun seldom penetrated even in the summer. Along the valley of these streams there was a profusion of wild flowers.

These gulfs furnished retreats for the wild animals which often made them their abode. The upland was covered with a very heavy growth of timber—giant oaks, white woods, chestnut, hickory, elm, sycamore, sugar-maple, with here and there a grove of black walnuts, covered the land. There was not much underbrush among these trees. Many of them were over 100 feet in height, 50, 60 and 70 feet to a limb and from two to five feet in diameter, affording an excellent home and range for bear, elk, deer, panthers, wild-cats, raccoons, hedge hogs, foxes and other smaller wild animals, which made this section the great hunting ground of the Red men from both East and West.

The streams abounded in fish, among which were the sucker, bass, pike, muscallonge, pickerel. The muscallonge was a royal fish, reaching sometimes the weight of 40 pounds. For several years after the first settlers reached Ashtabula, the Indians in large numbers made their annual visits here for the purpose of hunting, fishing and trapping. Also for

the purpose of making sugar from the sap of the sugar maple, the time for making which was in the early spring. They came usually in September and remained until late in the spring.

The intercourse between the early settlers and these Indians was in the main of a friendly character. They often furnished settlers with meat in exchange for something of more value to them. This section of the country never heard the war-whoop of the Indian, nor witnessed a midnight assault upon the white settlements, burning of houses nor the massacring of the inhabitants. It was never what might be termed "bloody ground." True the Indians did not always refrain from helping themselves and sometimes one who had imbibed too much fire water became impudent and occasionally made trouble.

The reason for this peaceful condition of affairs is found, according to the best traditions gathered from the head men, in the previous events which took place before there were any white settlers here or written history.

Years before the advent of the white man there dwelt upon the south shores of Lake Erie a powerful war-like tribe called Eries. They had conquered and either exterminated or amalgamated several smaller tribes and become the dominant powers in this region. They were known under the general term Algonquins.

There existed also at the same time another powerful body of Indians known afterwards as the Six Nations and called the Iroquois. Their home was in the state of New York and the extent of their territory reached from the Mohawk Valley westward to near the present site of Buffalo.

Each of these tribes had heard of the war-like character of the other and each lived in fear of the other. The Eries feeling themselves in danger thought to test the endurance of the Iroquois, so sent by messengers a challenge to them to select 100 of their best warriors to meet a like number of the Eries for a friendly contest in athletic sports.

The Iroquois held a council over the matter and declined the challenge.

Not long after, the challenge was again renewed and again declined. A third time the challenge was repeated and at the council heard to consider it the younger braves of the Iroquois decided to accept.

In due time the two bodies of warriors came together with the chiefs and leaders present. They met at a point not very far from Buffalo. Unexpectedly to the Eries the Iroquois won all their games. This angered

the Eries but they were in the presence of a friendly tribe and on neutral ground and the chiefs of the neutral tribe invited the opposing tribes to a feast they had provided. During the feast the Eries made another proposition to the Iroquois to select ten men from each side to meet and wrestle, man with man, and the victor should kill his opponent.

Considering the proposition the Iroquois consented with the resolve that if they won they would not exact the penalty imposed on the loser.

In the first dual contest the Iroquois won, throwing his opponent to the ground. The Erie lay there expecting to be killed but the Iroquois stepped back and left him, whereupon the chief of the Eries drew his tomahawk and himself killed the defeated warrior of his own tribe.

A repetition of this occurred with the second and third defeated member of the Eries. The Iroquois were horrified and gave the signal to retreat and disappearing in the forest went home to report.

The Eries also returned to their home but, stung by the ignominy of defeat, they cherished the hope of revenge. Not long after this they formed a plan to gather together a large body of warriors and secretly advance upon the Iroquois to exterminate them by taking small bands of the Iroquois unawares and killing them, repeating this method before the Iroquois had time to gather themselves together.

An Iroquois woman who had married an Erie warrior, but whose husband was at this time dead, having learned of the treachery contemplated, determined to warn her people, and alone made her way to the headquarters of the Iroquois nation, who then took measures to meet the expected invaders.

The two hostile bodies met near the outlet to Seneca Lake. The battle raged with relentless fury, no quarter being asked and none given. The Iroquois were the victors. They pursued the Eries with unquenchable fury and completely exterminated the whole tribe, becoming the possessors of the land once occupied by the Eries.

This land was declared at that time to be forever after a neutral hunting ground. A division line between the Eastern and Western tribes was made at the Ashtabula Creek. Over this territory they might hunt, but not establish settlements.

Now the Iroquois had a treaty with the English made at Albany, N. Y., in 1726, by which they ceded to the English the territory as far as the Cuyahoga River.

The French in the meantime had formed settlements at Quebec, Montreal; Presque Isle, now Erie, Pa.; Le Bouf, near Franklin, Venango County, Pa.; Du Quesne, now called Pittsburg, Pa., and at Detroit, Mackinac, Vincennes, Ind., and Kaskaskee, Ill., claiming by right of discovery the whole territory lying between the Alleghenies and the Mississippi. These conflicting claims of the English and French gave rise to what was called the old French war. This continued for some years. At its close a treaty of peace between the English and French was made in 1763 by which the French ceded to the English all their territory in North America, including Canada, from the Atlantic to the Mississippi, except Florida and Louisiana.

In 1783 by the treaty of peace made by the British with the victorious colonists, who had secured their independence, all the British territory excepting that in Canada was ceded to the United States. These facts of history explain why this Western reserve was free from the horrors of Indian massacre.

H. L. MORRISON.

The Ashtabula River is said to have been the dividing line between the hunting and fishing grounds, respectively, of the Senecas, Tonawandas, Cayugas, Delawares and other tribes on the east, and the Chippewas, Ottawas, Wyandottes and others on the west. These several tribes fished in the Ashtabula River, but kept religiously to their respective sides of the stream, never crossing to invade the acknowledged territory of their neighbors, except in exchange of their social visitations.

The bottom-lands, the beaver-meadows, the marshes and uplands of Ashtabula County produced plenty of herbage, with grass, berries, nuts and other foods sufficient to sustain great numbers of elk, deer, bears, turkeys and smaller beasts and birds, which constituted abundant game for the Indian hunters. Elk and deer were very numerous. Bears gathered in the beaver-meadows in great numbers to feast upon the berries. In these meadows the bears would make their winter hibernations, heaping up beds of wild grass, in which they would bury themselves and lie dormant through the extreme winter. Thus it is seen that there was everything to make this immediate section attractive to the Indian.

One of the best known Indian chiefs that ever frequented the Western Reserve after the coming of the white man was Amik. He was of a

variable nature, which made him both respected and feared, but most feared, perhaps, by his own people. Long years after the redmen had entirely ceased to even pay this section of the Reserve periodical visits, they were remembered with great interest by some of the early day residents, who had come in personal contact with them. Q. F. Atkins, for many years a resident of Geneva, during the latter part of his life, was probably as well qualified as any resident of the county to relate incidents of the Indian days, and, in the year 1858, he wrote a series of articles for the Ashtabula Sentinel, from which we take the following interesting history. Writing under date of Feb. 8, 1858, Mr. Atkins says:

"To those unacquainted with the first settlers of the county, I would state that but few of them are now alive. I came into the county in November, 1802, and very soon after my arrival I became acquainted with Chief Amik, Conoshawa and two or three others of the Chippewa tribe. Capt. John Wright, who afterward became my father-in-law, had settled in the township of Morgan shortly before my arrival. He brought with him the only horse then owned in the township. Some time in the fall the horse, which had picked up its living outside of the small opening made by Captain Wright and Hosea Wilcox, disappeared, and was supposed to be dead or stolen by the Indians. So matters remained until the latter part of February, or beginning of March, when one of the Chippewas called at Captain Wright's and told him that while hunting up Mill Creek he had discovered fresh horse tracks on the bottoms, south side of the creek, a day or two before, which led him to look about, and that he had found 'white man's horse, but him no understand Chippewa and 'fraid of Indian'. The horse was recaptured after no little difficulty, for he had roamed at large so long, and taken care of himself so well, that he had become wild, or independent, and did not seem to wish to be returned to the comfortable stable and regular feed. This incident placed the Chippewas before the settlers as trustworthy, and during the ten winters that they hunted among us we had no occasion to regret our confidence in them.

"Amik and his tribe had their summer home on the British side of the Strait of St. Mary's, and they spent ten winters, from 1802 to 1812, in old Ashtabula County, hunting, sugar-making or gathering cranberries. Their uniform practice was to leave their summer haunts about Lake Superior and St. Mary's Strait in time to reach their hunting grounds

in Ashtabula County about the time of the falling of the leaves in autumn. Each family brought their brass and sheet-iron kettles, birchbark, separated from the course outside, or ross, cut into 18-inch or 2-foot squares, and packed snugly in their canoes, and brought all the way to be moulded into sap-troughs in the spring. This was easily done by crimping up two opposite sides and tying them fast with a strip of bass-wood or leatherwood bark. Thus prepared, they made the lightest and handiest sap-troughs imaginable. In this way every family came prepared for sugar making and they made large quantities.

"I had another proof of the integrity of the Chippewas, on an occasion when Amik came to borrow my rifle, in 1807. He stated that the lock of his rifle was broken and he must take it to Poland or Pittsburg to get it mended. He asked to borrow my rifle to take on his journey. He offered to pay me a ham of venison every week for the use of it. My rifle was a good one and I valued it highly, and I suggested to him that I might not see it again. He seemed disconcerted at even a hint that I doubted his veracity. I took the chance and loaned him the gun, and every week that he kept it I received the promised ham. When he returned it he was accompanied by his son, Po-ka-haw, who was subsequently hanged for murder in Cleveland. Amik expressed in glowing terms the goodness of my rifle, and told of the number of elk, deer and bear he had killed with it. He said the rifle was 'cawlatch—resshissin', which, translated into English, was 'good, very good'. Always thereafter I imposed perfect confidence in Amik."

Joel Blakeslee, of Colebrook, one of the early historians of the county, gave another version of the personality of Chief Amik of the Chippewas, in whom Historian Atkins placed such great confidence and whose good traits he so greatly admired. It will be noted that Mr. Atkins had a close personal acquaintance with the Redskin named, while Mr. Blakeslee's story seems to have been made from what others had told him. Amik, Omick, O'Mick are but variations of spelling the name of the one person. Mr. Blakeslee's sketch was published in the Ashtabula Sentinel of Feb. 25, 1858, and is here reproduced:

"O'Mick, a Chippewa chieftain, of whose life sundry sketches are recorded in early history of Ashtabula County, was one of the number of 150 warriors, with their families, of the Chippewa and Ottawa nations who, in the autumn of 1796, and the following winter, made their first



NEW HIGHWAY BRIDGE, CONNEAUT, OHIO

hunting campaign in Northern Ohio, after Wayne's treaty at Greenville, settling their families along both banks of the Cuyahoga from its mouth to its source. After these tribes scattered, O'Mick made temporary abodes in several townships in Ashtabula County, as is well remembered by sundry surviving early citizens of the county. This rather savage chieftain, it is well remembered by Hon. J. R. Giddings, Dr. Almon Hawley, Col. David Wright and sundry others, had two squaws, one of which he called his squaw. She performed his drudgery and was the mother of Po-ka-haw (Owl), the murdered. The other he called his 'Squaw Lady'. Those who saw her say she was beautiful. O'Mick's squaw dressed in a dirty blanket, pantaloons and plain moccasins. His 'Lady Squaw' wore a neat, costly blanket, ornamented with numerous silver brooches, silver ornaments in her ears and beautifully wrought wampum parti-colored moccasins. She played the lady and was the idol of O'Mick. He and his family lived a number of years in the south part of Morgan (Rock Creek). Some time previous to the declaration of the War of 1812, O'Mick resided with the Massassauga tribe in Wayne and is thought to have gone with them and to have joined the British with that tribe. He was evidently seen and recognized in the Peninsular battle, fighting with the British Indians against his old friends and neighbors of Ashtabula County, who belonged to Chief Cotton's party. This bloody chieftain, O'Mick, fell in this battle before the rifle of the veteran Rice, whose life was in imminent peril from the deadly weapon of the savage, a ball from which had just before cut off a weed close by the side of the brave sergeant, who did not wait for another shot from the savage."

CHAPTER III.

TOPOGRAPHY, GEOLOGY AND PLANT LIFE.

NORTH AND SOUTH RIDGES—SANDSTONE—"ERIE SHALE"—STONE QUARRY—
RIVERS—COUNTY'S PLANT LIFE—VARIETIES.

The two distinct ridges that skirt the northern section of the county from east to west, results of erosions of the glacial period, are veritable uniform terraces, of which a third is the high bank overlooking the beach of Lake Erie. From this latter elevation there is a gradual rise to the North Ridge, and from that a continued incline to the South Ridge. Scientific deductions long ago established the fact that the lake once covered all this area, and that the ridges, which are many feet above the present lake level, were once the lake bottom; that the storms that perturbed its waters wore out the superficial depressions and amassed the sandbars and little spits of elevation which constituted the irregular land surface that was left as the waters receded. The two prominent ridges were particularly adaptable as main highways across the country. The early Ridge roads were little more than lanes, as they wended irregularly through openings bounded by interminable lines of "worm-fences". The space constituting the public highway was seldom more than 30 feet wide and often narrowed to much less. The owners of the land through which the roads passed ceded to the public what they considered was a sufficient space to meet the needs, and some of them did not seem to think that it needed much more than barely room for passing.

Leaving the ridges, a very different formation is encountered. The underlying strata is found to consist of the conglomerates and sandstones, or of the shales of the old red sandstone, the upper covering being sand, gravel, loam or clay—the latter predominating through the center line north and south through the county.

Quoting a state geologist, in his comments on the difference between the two ridges in character: "The outer, or higher terrace, where exposed by railroad cuts, is shown to be a ridge, or wall of compact, unstratified clay, composed largely of the debris of local rocks, but with many fragments of granite or other metamorphic rocks, not rounded by the action of the waves, but in irregular forms—round, polished and marked with striae and scratches on all sides. This ridge contains beneath its surface the traces of an old swamp, with fragments of coniferous wood, the earth deeply stained with iron, and in places with deposits of bog-iron at the bottom. This swamp has its origin in the causes which raised the clay ridge into its position, and was evidently filled with swamp vegetation at the time the waters of the lake were resting upon the northern slope of this ridge, the winds gradually carrying the beached sands over the crest of the ridge into the swamp basin, and in time burying it beneath the constantly accumulating sandy deposit. This ridge, with its mass unstratified and without rounded, water-worn pebbles, can not be the slow accumulations of a water-washed beach, nor can the materials be deposited in water, which would rot and stratify them." Commenting on the deep ravines of the county, particularly those of the Hubbard Run and others immediately in or adjacent to Ashtabula city, former State Geologist Newberry said: "It is manifest that such a local break in the shale could be caused by neither an upheaval nor the subsidence of the strata. A vast mass of ice moving on from the north, and impinging on the exposed strata of the shale with sufficient power to cause a part of the strata to buckle upwards at some point where the sliding motion was arrested, is alone competent to produce the condition of things here seen. The movement of a glacier, like a sheet of ice, is the only known force to produce such a result."

South of the ridges the soil conditions undergo a decided change. The sub-stratum of rock is of the character known as the "Erie shale", and is composed principally of soft slate, which decomposes into clay. Where streams are swift they have cut deep into this formation, here and there making deep gorges. The southern part of the county is productive of much building stone. This is particularly the condition in Windsor Township, where there was for some years a large stone quarry, the working of which was a source of great commercial benefit to that town. The eastern part of Williamsfield also produced a great quantity

of stone that was used for building purposes in that section for many years. The Cuyahoga shales underlying the conglomerate constitute the surface rocks in the central part of Wayne and the western part of Harts-grove and Windsor Townships. The last named two townships show long stretches of sticky clay soil. In Wayne the soil is more gravelly. The "Berea grit" is also found in sections of Harts-grove and Windsor. Its position is indicated by a ridge rising toward the west and covered with stone fragments. Underlying the "Berea grit", in the western part of the county, is found "Bedford shale".

The water-shed which governs the flow of the streams between the Ohio River and Lake Erie is found in Ashtabula County. The course of this divide passes through from a point but 10 miles back from the lake, on the eastern border, where are found the head-waters of the Chenango River, at an altitude of over 600 feet above the lake level, courses toward the southwest, to Orwell, where, at a given point, it is but 360 feet high. Thence it strikes off into Trumbull County. The effect of this divide is strikingly illustrated in the township of Dorset, where from one swamp flow two streams in opposite directions, the Pymatuning toward the south and Mill Creek toward the north. Dividing this swamp east to west is an embankment which was probably made centuries ago by beavers, constituting the very apex of the water-shed.

County's Plant Life.—(By Elwood V. Louth.) The wild plants growing in Ashtabula County 200 years ago numbered about 850 annuals and perennials. Today we have a list of 1,200, as this section has adopted 350 foreign plants, such as the dandelion and white daisy. These 1,200 are divided as follows: Tender plants, that die to the ground in the winter, 990; shrubs, 100; trees, 110. The list is short now seventy plants that have disappeared from our section, because of the cutting away of our forests and the cultivation of places where they made their homes.

In a belt of land five miles wide, along Lake Erie from the east to the west borders of the county, may be found all excepting about 50 of the species. These 50 do not grow in the northern part. But the land south of this belt has about 300 less species than can be found nearer the lake, because of the more uneven lay of the surface in the northern portion and the railroads which bring seeds to us in stock cars.

Of the 110 varieties of trees, there are only the poplar and the willow, that are now wild everywhere, that can be called invaders from foreign lands. The shrubs have about ten newcomers since the Indian ceased to be the only human being to enjoy the vegetation of one of the richest districts in America.

CHAPTER IV.

EARLY SETTLERS.

EMIGRATION—EARLY COLONIZATION—"OLD HARPERSFIELD LAND COMPANY"—
ALEXANDER HARPER—"WESTWARD HO" PARTY—HARDSHIPS ENCOUNTERED—HARPERSFIELD AS A METROPOLIS—ITS POPULATION.

It was a couple of years after the arrival of that first little party from Connecticut before there was any material emigration from the east to this far-off section of which so little was known. Means of communication were slow and uncertain and months elapsed after the party left their Connecticut homes before their friends there received any word from them.

When the letters did arrive they afforded exciting news for each neighborhood and many at once decided that they would cast their lots with those who had preceded them to the Reserve. Some of them carried out their resolution and, in the course of time, those who were already here received most welcome visitors who straggled in from the old home state with personal messages from the loved relatives "back there".

The first decided movement toward a permanent colonization of this immediate section resulted from the organization of the "Old Harpersfield Land Company", which was effected in Harpersfield, N. Y., in 1798. Alexander Harper was one of the prime movers in organizing this company, the purpose of which was to invest in and develop land in the Western Reserve, which was by that time becoming well advertised in the Eastern states as the land "flowing with milk and honey".

Harper was a man of action and quick to see opportunities. Those associated with him in the project were no less anxious to see things move, and no time was lost in getting about the business in hand. It became known very soon in their own and surrounding towns that an emigration movement was on foot and applications to join the party that

was being organized did not have to be solicited. Land that included six townships in the Western Reserve was purchased from the Connecticut Land Company. This tract was divided by the Cuyahoga River, three townships lying west and three east of that stream.

In March, 1798, the "Westward Ho" party, comprising about 25 members who were ready to try their fortunes in unknown forests, left their New York homes. The company included Alexander Harper, his wife and their children, James, William, Robert, Alexander Jr., Elizabeth and Mary; their hired man, Gleason; William McFarland and Mrs. McFarland; Ephraim Clark; Parthena Mingus, her son, William, and an adopted son, Benjamin Hartwell; Ezra Gregory, wife and children, Eli, Johnathan, Daniel, Thatcher, Ezra, Anna, Eleanor and Betsy.

It is related that they first journeyed in sleighs as far as Rome, N. Y., and there they remained until the ice had gone, so they could proceed by water. They went to Oswego and there secured small boats, by which they voyaged to the mouth of the Niagara River. They portaged across to the foot of Lake Erie, embarking from Fort Erie in a little vessel that was taking on a cargo of supplies for military troops stationed farther west in Canada. This boat took them as far as Presque Isle (now Erie), and there they obtained passage in boats whose owners engaged to transport the party farther west.

On June 28, 1798, they disembarked at the mouth of Cunningham Creek, on the south shore of Lake Erie, and camped there for the night. Next morning Mr. Harper, with the women and children of the party, started on foot inland and tramped about four miles till they came to a place that seemed to promise a good home site. Here they were joined by the others of the party, who had transported the provisions, baggage and other equipment. All set to and hastily constructed a temporary shelter to cover them for the night. Later they completed a crude but habitable abode in which the whole colony were domiciled for several weeks, while the men were casting about in various directions for suitable places in which to establish permanent homes.

The Harper and McFarland families decided to locate at a point near where is now Unionville, and Mr. Gregory and his family chose a place a few miles to the southeast, on Grand River.

It was well that these venturesome families included several husky boys, for two of the party did not live to realize any of the hopes of their

venture beyond the actual establishment of the new homes. The Harpers' hired man, Gleason, died soon after their arrival, and Mr. Harper was stricken and died before the snows of the winter fell. Thus the boys of that family had to assume strenuous obligations early in their career as settlers.

According to records obtainable, there were but fifteen families of whites in the entire Western Reserve prior to the arrival of the party above referred to. Cleveland had three of those, Youngstown ten, and Mentor two. In this same year, however, three other families came from the East and settled in what is now Burton, in Geauga County, and others came to Hudson, in Summit County.

The next arrivals came in the spring of 1799, Aaron Wright, Levi and John Montgomery, Robert Montgomery and family, Nathan and John King, and Samuel Bemus and family coming from the East and settling in what is now Conneaut.

During the summer following, Eliphalet Austin, with his associates, George Beckwith with his family, Roswell Stephens and family, and several other men, established a settlement where now is Austinburg.

In June of that year George Phelps and family cast their lots in what is now Windsor Township, Monroe received its first settlers in the persons of Stephen Moulton and his family, and Joseph Harper and Aaron Wheeler, two of the promoters of the Old Harpersfield Land Company, arrived with their families and increased the settlement on Grand River, which afterward was given the name of Harpersfield.

The number of settlers within the boundaries of this county in the winter of 1799-1800 was about fifty, of whom the greater number made Harpersfield their home, that hamlet thereby having the honor of being the "metropolis" of Ashtabula County. Conneaut, Austinburg, Windsor and Monroe boasted possession of the remainder of the population, Conneaut having the most and the others standing relatively as named.

The influx of emigrants took a new start in the spring of 1800, and during that year the following acquisitions were made to the several settlements:

To Harpersfield came Daniel Bartholomew and a Mr. Morse, with their families; Conneaut's population was increased by the addition of Seth Harrington, James Harper, James Montgomery, and their families; Austinburg's growth was given a decided impetus by the settlement

therein of Joseph and J. M. Case, Roger Nettleton, Joseph B. Cowles, Adam Cowles, Josiah Moses, John Wright, Sterling Mills and family, Noah Cowles and son Solomon, Dr. O. K. Hawley, and Ambrose Humphrey.

Nearly all of the men named made the journey from Connecticut on foot or by horseback. Numerous of them braved the perils of such an arduous journey with the idea of locating and building at least a temporary home for their families who were left behind. Later several of the heads of families made the journey back to the native state to get their own and the other men's families who were to become pioneer residents of the West.

According to Joshua Forbes, who wrote a history of Wayne Township, a missionary from Connecticut, named Rev. Thomas Robbins, made a complete circuit of Ashtabula County, as it was later bounded and organized, in the year 1804, and upon its completion stated that he found, in the entire county, 93 families, constituting a population of from 400 to 500. Of these families. Harpersfield had 27; Conneaut, 20; Austinburg, 17, and Morgan, 13.

The early comers must have sent glowing accounts of the new country to their friends "back home", for the number of settlers gradually increased, starting each spring and continuing through each summer, while some of the belated ones who came across country dropped in during the rigorous winter months.

CHAPTER V.

ORGANIZATION OF COUNTY AND TOWNSHIPS.

LEGISLATIVE ACT OF 1800—TRUMBULL COUNTY—ORIGINAL TOWNSHIPS—OFFICERS—ASHTABULA COUNTY IN 1811—DIVISION INTO TOWNSHIPS—HARTSGROVE—EARLY LEGISLATION—FIRST COUNTY OFFICIALS—CENSUS ENUMERATIONS—COUNTY SEAT—COURT HOUSE.

It was on July 10, 1800, that the Legislature of the State of Connecticut authorized the return to the United States government the right of jurisdiction over New Connecticut, and the Western Reserve was converted, through proclamation of the Governor and judges of the Northwestern Territory, into a county which was named Trumbull, in honor of Jonathan Trumbull, who was then Governor of the State of Connecticut. Warren was assigned as the county seat, and the first court of jurisdiction over the newly made county was called to convene in that town on August 25, 1800.

During this session the court appointed a committee whose duty it was to divide the county of Trumbull into townships, and to make a report to the court at an early date, describing the boundary lines of each subdivision thus made. The original Trumbull County was therefore divided into eight townships that were named Youngstown, Warren, Vernon, Richfield, Painesville, Middlefield, Hudson and Cleveland.

This township of Richfield is the one in which the readers of this work are interested, that division having embraced all of what is now Ashtabula County, excepting the two southern tiers of townships that now constitute Windsor, Orwell, Colebrook, Wayne, Williamsfield, Hartsgrove, Rome, New Lyme, Cherry Valley and Andover. Of these ten towns, Colebrook, Wayne, Williamsfield, Cherry Valley, New Lyme and Andover were included in the township laid out as Vernon, while Windsor, Orwell, Hartsgrove and Rome were in Middlefield. The present towns of

Madison and Thompson, now in Lake County, were also included in the original Richfield.

At the May term of court, 1801, the original eight townships were formed into election districts, called the "Northern" and the "Southern" districts. Middlefield, Richfield, Painesville and Cleveland constituted the "Northern" district, and the home of one Simon Perkins, at the intersection of Young's road and the Lake road (now Concord, in Lake County), was designated as the place of holding the elections. Youngstown, Hudson, Warren and Vernon, the "Southern" district, did their voting at the home of Ephraim Quimby, in Warren.

So far as can be ascertained from available history, Noah Cowles and Nathan King were the first trustees of Richfield, Aaron Wheeler was justice of the peace, and John Harper and Miles Case were constables.

In 1804 the county of Geauga was formed, and its territory embraced the greater portion of the present limits of Ashtabula County. However, this county came into its own three years later, being organized in 1811.

Richfield Township was left intact until 1804, when Divisions Nos. 12, 13 and 14 were set aside as the town of Salem, which is now Conneaut.

The next subdivision of Richfield was made in 1807, by setting out that territory now embracing Geneva, Harpersfield, Trumbull and Hartsgrove and calling it Harpersfield Township.

The following year further disintegration of Richfield was accomplished by assigning the territory now Kingsville, Sheffield, Ashtabula and Plymouth as Ashtabula, and forming Jefferson out of what ultimately became Jefferson, Denmark, Pierpont, Lenox, Dorset and Richmond.

In 1810 Kingsville was taken from Ashtabula and organized, Sheffield being included in that separation.

When Ashtabula County was organized, on January 22, 1811, its confines embraced six organized townships, namely: Salem, including Nos. 12, 13 and 14 of the first range; Ashtabula, including Nos. 12 and 13 of the third range; Kingsville, including Nos. 12 and 13 of the second range; Jefferson, including Nos. 10 and 11 of the first, second and third ranges, and Richfield, which took in the remaining territory of the county, excepting Nos. 8 and 9 of the five ranges.

In 1806 Williamsfield, Wayne and Colebrook were included in a township called Green, which embraced other territory to a considerable extent in Trumbull County.

Wayne Township was organized in 1811, and included in it were the present townships of Wayne, Williamsfield, Colebrook, Andover, Cherry Valley and New Lyme.

Windsor Township was also organized in July of that year, and its territory included Orwell, which was then known as Leffingwell.

In 1812 Austinburg, including what is now Saybrook, was organized.

That section now embracing New Lyme and Colebrook was set aside as Lebanon, in 1813, which name it bore until 1825, when it became New Lyme.

In 1813, also, Denmark was taken away from Jefferson's authority and organized with boundaries which included Pierpont, Richmond and Dorset. Pierpont and Richmond were taken away five years later and named Pierpont.

Saybrook was detached from Austinburg in 1816, and was known as Wrightsburg until 1827.

The year 1816 also saw Harpersfield territory dissected and Geneva was the result.

The township of Salem was reduced in territory in 1818, by cutting off what is now Monroe.

In 1819 Wayne gave up Andover and Cherry Valley, the two being combined as Andover.

In the same year Morgan was taken from Richfield, and Lenox was detached from Jefferson.

Sheffield was organized in 1820 from the southern section of Kingsville.

Leffingwell (Orwell) was attached to Richfield in 1823, and the two were known as Richfield until 1826, when Orwell was organized into a township by itself.

The township of Trumbull was detached from Harpersfield in 1825, and embraced what is now Hartsgrove.

Cherry Valley broke away from Andover in 1827, and Richmond from Pierpont during the following year.

All that was left of the original Richfield Township was taken away in 1828, when, upon petition by residents, the name of Rome was adopted.

Hartsgrove came into its own in 1830, and the finish to more than a quarter of a century of "cut-and-dry" methods of settlement, organization and reorganization, was reached in 1838, when the major part of

No. 12 of the third range was taken from Ashtabula and named Plymouth. The organization of Plymouth was effected on Independence Day of that year, and thus closed the final chapter of the history of Richfield's division into the twenty-eight townships that now compose the county of Ashtabula.

This section was embraced in what was known also as New Connecticut, and there was no civil government organized therein until the year 1800. This free condition was because of the fact that the State of Connecticut and the Connecticut Land Company had refused to give Congress the right to formulate laws to govern the inhabitants of the Western Reserve.

The pioneer settlers of this county were, therefore, without civil laws and were entirely independent of any sort of government other than the dictates of their good old New England consciences. This condition could not possibly obtain at the present time in even the most remote points of this great country, but it was not abused by those sturdy sons of toil, as they had not come for selfish aims, alone, and they had proper respect for the rights of others. If, at times, some one did digress from this tranquil condition of existence, and committed some act that was not in accord with the customary way of living, the others disposed of his case as seemed most appropriate, and, it is said, always prescribed and administered an effectual cure.

From the time that Moses Cleaveland and his party landed on the south shore of Lake Erie, in Conneaut, there was a lapse of 15 years before affairs so shaped themselves that Ashtabula County could be organized. On January 22, 1811, the State Legislature passed the following enactment:

"Be it enacted, etc., that the county of Ashtabula be, and the same hereby is organized into a separate county, and that the townships numbered eight, in Trumbull County, shall be attached to and become a part of said county of Ashtabula."

Section 8052 states:

"That on the first Monday of May, next, the legal voters residing in the county of Ashtabula shall assemble in their respective townships, at the usual places of holding elections in said townships, and elect their several county officers, who shall hold their offices until the next annual

election. This act to take effect and be in force from and after the first day of May next."

The description of the county as given provided:

"That all of Geauga and Trumbull Counties which lies north of the townships numbered seven, and east of the sixth range of townships (all in the Connecticut Western Reserve), shall be a distinct and separate county by the name of Ashtabula."

The first men who served the new county as officers, and their respective positions, follow: Presiding judge, Benjamin Ruggles; associate judges, Aaron Wheeler, Ebenezer Hewins and Solomon Griswold; treasurer, David Hendry; recorder, James Harper; county clerk, Timothy R. Hawley; sheriff, Nathan Strong.

In accordance with the State Constitution, the above judiciary was established, and the first term of court was called to be held in Jefferson, on June 20, 1811. Following were the first grand jurors selected: Noah Cowles, Peleg Sweet, Stephen Brown, Jesse D. Hawley, William Perrin, Walter Fobes, Ebenezer K. Lampson, Sterling Mills, Michael Webster, Gideon Leet, Joshua Rockwell, Eliphalet Austin, James A. Harper, Moses Wright and David Hendry. Eliphalet Austin was appointed by the court as foreman of this first grand jury. The jury was duly sworn and charged by the court.

The first suit on record was "State of Ohio vs. Orrison Cleveland", for assault and battery. The court ordered the defendant discharged.

There was, in the beginning of the judicial activities of the county, no petit jury. Peter Hitchcock was the first prosecuting attorney pro tem, and Ezra Kellogg was the first regular prosecutor. The first county surveyor appointed was Timothy R. Hawley. The first probate judge was J. Addison Giddings.

The first election of county commissioners, as held in Ashtabula, Austinburg, Jefferson and Harpersfield, was declared illegal by the common pleas judge, who ruled out the returns from those townships, and that the votes of the remaining townships should be added together and that the candidates found to have the plurality of votes should be declared elected. This ruling, apparently, did not meet with popular favor. It is recorded that James Harper was the only one of those thus declared elected who did not decline to serve. Upon refusal of the others, the

court appointed Nathan Strong and Titus Hayes to serve until the next regular election.

At the next term of court the three commissioners presented their expense bills, which, in comparison with the expense of the like body of today, is interesting. James Harper's expense was \$31.50, Nathan Strong spent \$28, and Titus Hayes' activities in the interest of the county had cost him but \$13.10.

The records show that the first case brought before the judge by the grand jury involved Isaac Cook and Amos Fisk, who were up for fighting. It is recorded that both were fined.

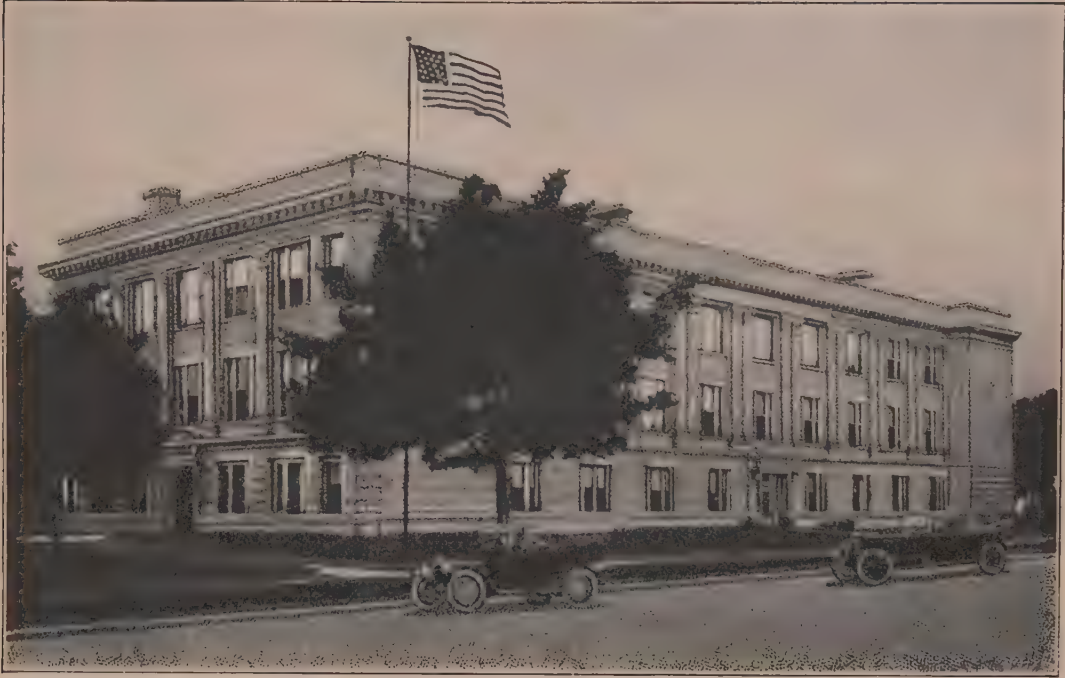
From the arrival of the first settlers, Ashtabula County was destined to experience a healthy growth, indefinitely. In the early days the reports going back East from those who had braved dangers and suffered the privations attendant upon the breaking into a wilderness were all favorable and resulted in bringing many who contemplated casting their lots in the new West to this immediate section, rather than to some other of which they knew nothing. The records show that but very few of the early emigrants to this section were dissatisfied with what they found and as a consequence moved on. The succeeding generations also, as a rule, remained hereabouts, and as the decades passed by the newcomers and the natural increase of local population caused the number of inhabitants to increase each year. For the sake of comparisons, we give figures on population as shown by the census enumerations of 1840, 1850 and 1920:

City or Town.	Population		
	1840.	1850.	1920.
Ashtabula -----	1,711	2,177	22,082
Andover -----	881	963	921
Austinburg -----	1,046	1,285	300
Colebrook -----	530	688	1,000
Conneaut -----	2,650	2,694	9,343
Denmark -----	176	241	----
Dorset -----	173	236	200
Geneva -----	1,215	1,358	3,081
Harpersfield -----	1,397	1,278	----
Hartsgrove -----	553	650	800
Jefferson -----	710	1,064	1,532

Kingsville -----	1,420	1,494	1,198
Lenox -----	550	731	-----
Monroe -----	1,324	1,587	200
Morgan (Rock Creek) -----	643	880	483
(Rock Creek Station) -----	-----	-----	200
New Lyme -----	527	628	400
Orwell -----	458	825	800
Pierpont -----	639	999	250
Plymouth -----	706	753	-----
Richmond -----	384	706	248
Rome -----	765	744	610
Saybrook -----	934	1,374	250
Sheffield -----	683	845	-----
Trumbull -----	438	805	-----
Wayne -----	767	899	-----
Williamsfield -----	892	682	200
Windsor -----	876	1,033	700
<hr/>			
Total county -----	23,048	27,619	-----

The above figures for the years 1840 and 1850 are taken from a report published in the Ashtabula Sentinel, and the figures for 1920 from the National Map Company's compilation of the Fourteenth Federal Census. The total shown above does not include Cherry Valley, that town not being mentioned in the 1850 list. The individual figures shown under 1920 must embrace the corporations or villages only, as the total for the county is given in the Federal Census as 65,545, in 1920, while the figures quoted above show but 44,798.

However, the figures shown present matter for interesting comparison. In the first decade represented in the figures, Conneaut was larger than Ashtabula, but during that 10-year period the former town gained but 44 inhabitants, while the latter added 466. The next three-score-and-ten years show Ashtabula far ahead. Austinburg, one of the early-year leading villages, showed a healthy gain between the first two periods, but in the latter had dropped off 25 per cent. Harpersfield, that started out so bravely and auspiciously, could not seem to hold her people, her population gradually decreasing until, in the last census, the town was not given



HARBOR HIGH SCHOOL BUILDING, ASHTABULA, OHIO



HIGH SCHOOL BUILDING, ASHTABULA, OHIO

mention. A half dozen others of the towns of the county failed to get into the reference list at hand. In the general summary it is seen that the county has increased its population about threefold in the past four score of years, but the greatest part of the increase has been within the last fifty cycles.

For some time prior to 1850 there was agitation among certain residents of the south part of the county, together with those from over the line to the south and west, relative to a proposition that the southern portion of Ashtabula County be split up and detached from the parent commonwealth. That there was political influence in the project was apparent. Several proposals were made, seeking to dismember old Ashtabula. One was that the two most southern rows of townships in this county be attached to the five townships on the north line of Trumbull County and set out as a separate county to be called "Hartford", the official seat of which should be Colebrook. This would have lost to the original family the towns of Hartsgröve, Rome, New Lyme, Cherry Valley, Andover, Windsor, Orwell, Colebrook, Wayne and Williamsfield. Another scheme was to attach Windsor and Hartsgröve to Geauga County, add Richmond and Dorset to the other eight of the southern rows and combine them with the same five from Trumbull, and have the county seat at Wayne.

The scheme did not, however, reach the point of real action till the court house at Jefferson burned, on August 17, 1850. That misfortune seemed to revive the agitation in regard to the dismemberment of the county, and some of the projectors lost no time in getting to the county commissioners with a request that that body take no steps looking to the rebuilding of the court house until it should be determined whether or not they could hope to accomplish the designs on the southern section. For years prior to this time Ashtabula had nourished a hope that the county seat would be moved to her bailiwick some day, and the destruction of the court house seemed to furnish the opportune time for action looking to that end. The situation in the southern section of the county was encouraging to those who sought to have Ashtabula village benefit by Jefferson's misfortune, and they, too, got busy with the commissioners. The plans of both interests that were seeking a change, however, were doomed to disappointment, for before the day of the fire had passed the county commissioners held a meeting, called in contractors and arrived at an

estimate of what it would cost to rebuild the court house on its old site. They reached an estimate figure of \$9,000. The building was insured for \$8,000, and with that and money they had as surplus in the county fund, they saw how they could go ahead and replace the old building with a new and better one and not occasion a dollar of extra cost on the county. Before the disturbing elements had gathered their forces for a final call for a showdown the contract was let for rebuilding and the controversy was settled.

What particular interests were to be served by the hoped-for dismemberment of the county did not appear, but it was evident that it was attempted for individual aggrandizement of some nature, for Andover, Dorset and other townships involved by the scheme held public meetings and passed resolutions against the proposed action. Old Ashtabula County, seventy-five years later, still holds her undivided territory and Jefferson still has the court house, but Ashtabula's hope to some time be the county seat is not dead.

CHAPTER VI.

EARLY DAY ROADS AND MAIL.

CONDITIONS—PIONEER ROAD BUILDING—ASHTABULA CENTRAL PLANK ROAD—
EXPENDITURE—ITS DISAPPEARANCE—NORTH RIDGE ROAD—AARON
WRIGHT—THE OLD GIRDLED ROAD—MAIL SERVICE—POST ROADS—FIRST
MAIL ROUTES—RURAL DELIVERY.

Only one who has lived in or traveled through newly broken territory can appreciate the condition of the roads cut through by pioneer settlers of any section of the country that is wooded. All kinds of obstacles were encountered in breaking straight lines through forest land and making such openings fit for travel. First came the felling of the trees, then the grubbing out of the stumps (they were not blown out by dynamite in the pioneer days of this section) and the removal of other obstacles that nature had placed (it seemed) where they would cause the most trouble. The low, boggy places had to be filled, or corduroyed, and the upkeep of these particular stretches required constant attention to keep them so they would hold up the traffic. The coming of spring, when the frost left the ground, produced conditions on the roads that made them impassable in places. It is to be regretted that the early settlers, who worked so hard to make and maintain public highways, could not have lived to witness the triumph of the twentieth century and ride over the wonderful roads that we enjoy today, and for which they laid the foundation so many years ago.

The locating of the county seat at Jefferson made occasion for heavy travel from Ashtabula and it was a great disadvantage to have the direct route involved by the marshes that lay between the two towns. The making of a thoroughfare through the marshes was attended by years of labor and many setbacks. The boggy surroundings seemed to absorb everything that was put into the construction for years, and during a good share of each year that route had to be abandoned and a roundabout way taken, which was several miles longer. Continued labor and persistent

filling finally conquered, however, and toward the middle of the century it had been made into as good a course to travel as any.

However, there were times when drivers realized that something further must be done, and that led to the subject of planking. Some time in the late forties a move was set going seeking to interest the people who used these roadways in the organization of a stock company to be formed for the purpose of building and maintaining a plank road between these two important points of the county, and how they succeeded, and some idea of the joy over the accomplishment, is to be deduced from the following item taken from the Ashtabula Sentinel of Saturday, Nov. 16, 1850:

"Ashtabula Central Plank Road.—The road from Ashtabula Harbor to Jefferson, a distance of $12\frac{1}{2}$ miles, is now completed. The last plank was laid on Thursday, and the laborers have been paid off and discharged. This important work was commenced about the first of May last and has been prosecuted under the efficient superintendency of John A. Prentice, Es., and assistants, with energy and success to its final completion. We can now boast of $12\frac{1}{2}$ miles of as handsome and durable plank road on one of our principal thoroughfares as there is in the State of Ohio, or any of our sister states. Its benefits are just beginning to be appreciated. The towns at its terminals have received an impulse in the way of business and durable improvement, such as they have not seen before for years. The farms and real estate along the whole route have increased in value almost enough to pay the cost of building the road, and are in good demand to all those who desire to sell. The traveling community who have business at Ashtabula Harbor now find at all times of the year, in all kinds of weather, a pleasant and agreeable road to travel over, and what they pay in tolls is more than made up to them in the increased loads they can draw, the saving of horseflesh, and the comfort of body and mind they receive in going to and returning from market over a good road. The expense of this important work will not be far from \$22,000. The stock will pay a fair per cent. and will be eagerly sought for at par. On the whole, we regard this enterprise, now successfully completed, as a profitable one for the public, for the people of Ashtabula and Jefferson, for the stockholders, and for all concerned."

This new piece of improved roadway was built from Ashtabula Harbor to the city on Lake street, and to Jefferson over the present direct road.

There was a toll-gate on Lake street, near where is now the bridge over the railroad tracks. Another toll-gate was located a short distance out on the Jefferson road, and one or two more between that and the southern terminus of the improved road.

This plank road was calculated to take care of its own upkeep and pay a dividend to stockholders, through its receipts for tolls at the pay stations indicated. Whether the stockholders ever received any dividends is not stated in available history, but the road was kept in passable condition for several years, and then the owners seemed to get careless about keeping it up, though they were not careless about collecting their tolls.

In course of time the road got so bad that those who had to traverse it protested against its condition. This had the effect of lowering the rates for passage, which were based on the nature of traffic. Clark Tarbell, of Ashtabula, said he well remembered what a time was had over the condition of the road when many of the planks had broken out, leaving great holes for wagons to drop into. Still the owners compelled the gate-keepers to charge as high as 18 cents for a loaded wagon with team. Other rates were lower, as the conveyances and loads were lighter.

Mr. Tarbell said: "The conditions finally got so bad that the people who had to use the road daily, or frequently, got together and agreed that they would not pay any further tolls till the road was put in proper shape. I remember of seeing Jack Gary pull up, as a gate dropped before his team. He did not stop to banter words with the keeper, but, unhitching his team from his wagon, he hitched them to the gate and dragged it away and into a gully nearby. Then, as the owners of the roadway would not fix it, and those who had right of way on the public highway refused to pay toll, the road gradually went to pieces."

Following closely on the completion of the new road, the stockholders held a meeting in Jefferson and organized their company, electing the following original officers: R. W. Griswold, R. Warren, E. C. Root and S. McIntyre, directors; O. H. Fitch, treasurer, and J. A. Giddings, clerk. At this meeting it was decided to open stock books to raise money with which to continue the new plank road on toward the southeast, going from Jefferson via M. Barber's, Richmond, to Kinsman. Also to take steps looking to an extension to Rock Creek and other interior county towns. O. H. Fitch, William Knapp and M. Barber were the committee named to look after this stock project. This effort did not have immediate results, but

money was raised later and an extension built from Jefferson to Dorset in 1852, and to Lenox in 1853, and eventually on through the county.

The Ashtabula end of the original road was double-tracked through Main street of the city of Ashtabula, to meet the needs of the users in the "congested district".

This was one of several roads through the county that were improved by the planking method, but as the timber disappeared the method became more expensive and the "improvement" by graveling became common. Plank roads had disappeared years before the modern brick, macadam and cement roads came in, to meet the demands occasioned by the development of the automobile. Today there are hundreds of miles of "improved" roads, and one can cross the county from either direction by several of the principal highways and can go hundreds of miles in most any direction without getting onto dirt.

North Ridge Road.—The obtaining of flour was a matter of no little inconvenience during the early years of the occupation of the Western Reserve by the white man. Those who settled in Conneaut had to obtain their bread material from the mill at Elk Creek, Pa., 16 miles away, to which point they had to "pack" their grain to be ground and then carry it home in like manner, on their shoulders or back, there being no suitable road for even a horse to travel.

The way lay mostly along the beach of the lake, and afforded good footing, generally, but at certain times of the year the crossing of streams was a problem and it was not infrequently that it was necessary to wade through deep water to accomplish this. Aaron Wright, prominent among the early settlers, soon found this means of transportation irksome and he discussed the situation with his neighbors from time to time, until he had convinced them that the near future was going to see such development in this section that regular roads would be indispensable and that it devolved upon those who had come ahead to take immediate steps toward improvements that would make it convenient and easy for the influx of emigrants from the East that was certain to follow within the next few years.

Thus it came about that Aaron Wright, Nathan King and Seth Harrington got busy and laid out a road extending through their domain from east to west, a distance of ten miles from the Pennsylvania state line.

This road followed in a general way an old Indian trail which coursed the crest of the ridge and was always high and dry. In addition to this advantage, it afforded a point of vantage that was an attractive feature, giving, wherever there were clearings, a splendid view of the lake on the north, and of the hills and valley on the south. This road was a section of what is now the North Ridge road. Nathan King was the first man to have supervision over the new road as supervisor, his authority extending to Kingsville. In the same year these men also laid out the South Ridge road to a point westward beyond the present city of Ashtabula, where they joined the road built eastward by residents of Harpersfield. This completed a means of easy access to the Reserve for those who were to follow.

The Old Girdled Road.—This was not, however, the first road projected in this eastern section of the Reserve. The officials of the Connecticut Land Company, in 1797, foresaw the needs of the future and appointed a committee to select a route for the construction of a road from the Pennsylvania state line to the Cuyahoga River. The committee conferred with the company's surveyors, who had pretty well covered the northern part of the Reserve, and had acquired a general knowledge of the topographical conditions. Taking some of the engineers along, they traversed the sections suggested by the surveyors and, after selecting a route, they submitted a report to the company, making the following recommendations:

"Your committee appointed to inquire into the expediency of laying out and cutting roads on the Western Reserve report that, in their opinion, it will be expedient to lay out and cut through a road from Pennsylvania to the city of Cleveland, the small stuff to be cut out 20 feet wide, and the timber to be girdled 33 feet wide, and sufficient bridges thrown over the streams as are not fordable; and the said road to begin in township No. 13 in the first range, at the Pennsylvania line, and to run westerly through township 12 in the second range, No. 12 in the third range, No. 11 in the fourth range to the Indian ford at the bend of Grand River; thence through township No. 11 in the fifth range, No. 10 in the sixth range, No. 10 in the eighth range, and the northwest part of No. 9 in the ninth range, and to the Chagrin River, near where a large creek enters it on the east; and from crossing of the Chagrin River, the most direct way to the middle highway leading from the city of Cleveland to the hundred-acre lots."

The men who composed this committee were Seth Pease, Moses Warren, William Shepard Jr., Joseph Perkins, Samuel Hinkley and David Waterman.

The company issued orders for the immediate laying out of the road over the route as recommended by the committee. It passed through Conneaut Township, taking a generally southwesterly direction, traversing the successive townships of Sheffield, Plymouth, Austinburg and Harpersfield, and cutting across the northwestern corner of Trumbull, as it passed out of the county to the west. This avenue of communication was known for many years as the "Old Girdled Road".

Mail Service.—The Rev. John Hall wrote the following sketch in 1856:

"The first mail contractor and carrier of mail to and from Ashtabula was John Metcalf of the East Village. His first contract for carrying the U. S. mail was made, it is supposed, in 1808, and his route extended between Cleveland and Erie. From the early part of 1809 he carried the mail on his back till 1811. Such was the wild state of the country and the badness of the roads that Mr. Metcalf was subjected to dangers, privations, labors and various obstacles. It is said that he sometimes waded and even swam the swollen streams, with the mail bag poised upon his head to keep it above water.

In 1811 Asher Bigelow was employed by Gideon Leet, Esq., then the postmaster in Ashtabula, to carry the mail on horseback between Ashtabula and Buffalo. Under the best conditions of traveling, he was allowed twelve days for the round trip, and fourteen days when the mud was deep and waters high.

In the beginning of 1812 John Metcalf is found again carrying the mail in a heavy lumber wagon, with a span of spirited horses, the team and vehicle being furnished by Anan Harmon, and driven by Metcalf with surprising velocity over his old route from Cleveland to Erie. About A. D. 1815 the wagon was succeeded by a decent little stage coach, with two seats for passengers, and the driver's box, and drawn by two horses. In this carriage Metcalf carried the mail and passengers back and forth, on the Cleveland and Erie route, perhaps until 1818. About that time William Whitman of Ashtabula, Calvin Pool of Painesville, and others established a regular line of stages extending east and west far beyond Metcalf's old route, and conveying mail and passengers in an improved style of wagons through this place.

This company was succeeded by Edwin Harmon of Ashtabula, who furnished the route from Erie to Cleveland with four-horse coaches of the best description, drawn by excellent horses. He commenced running stages on this route of 100 miles, both ways, every twenty-four hours. From this time onward daily morning and evening stages passed through this place, bringing the eastern and western mails. Mr. Harmon thus occupied the route for perhaps seven years, and was succeeded by Col. Henry J. Rus of Ashtabula for a considerable time. Then Rus and Converse, who were succeeded by Col. H. J. Hubbard and Mr. Rus, until 1838, when they were succeeded by Neil, Moore & Co., until stages on this route were suspended by the more rapid railroad cars, in 1852."

Post-Roads.—"The Ridge road from east to west was from 1808 to 1852 the great thoroughfare and the principal post-road on which the mails were brought to Ashtabula. The old road from Ashtabula through Saybrook and Austinburg and other townships of the fourth range, to Warren, a dreadful wilderness road from the beginning of the present century to 1819, continues as it has been from the beginning, the principal post-road (with some changes in the northern 20 miles) from the south. In 1819 this road was converted into the Trumbull and Ashtabula turnpike, which was used for about thirty years to transport the mails to and from Warren by stage coaches, and eventually to and from Wellsville and Ashtabula. It thus constitutes a continuous post-road from the Ohio to Lake Erie, its northern part passing now from Rock Creek, in Morgan, through Eagleville, in Austinburg, to Jefferson, the county seat, and thence to Ashtabula. Daily morning and evening mails are received at Jefferson and Ashtabula, and tri-weekly mails at the offices south of Jefferson on this road. The north part of this road was for a few years used to convey the mails to and from the temporary postoffice at the harbor and village postoffice.

"In 1817 a road was laid from Ashtabula to Jefferson through the great marsh in South Ashtabula (now Plymouth), which was important as the most direct and shortest route from the northern part of the county in the vicinity of Ashtabula village, and from the Ridge roads to the county seat, which could be projected. By subscriptions, and by \$300 from the county treasury, the expense of opening this road and rendering it barely passable through an almost unbroken wilderness were defrayed. Other subscriptions and grants were obtained from time to time and the road gradually improved until it became a good one.

"The patrons and projectors of this important road in Jefferson were Timothy R. Hawley, Quintus F. Atkins, Durlin Heacock, Esq., and Messrs. Noah Hoskins, Loomis and others; in Ashtabula, Matthew Hubbard, Esq., Thomas Whelpley, John Hall, Walker Richmond, Joshua Rockwell, Dennis Hoadley and Jonas Buffum. Quintus F. Atkins performed the greatest job on the road in causewaying the big marsh. This road was covered by the plank road from Ashtabula Harbor to Jefferson, built by a chartered company in 1850, at a cost of \$12,000. This post-road, together with its connections radiating from Jefferson, forms the most important communication between Ashtabula and the southern country to the banks of the Ohio."

First Mail Routes.—The first United States mail route in the Western Reserve was authorized by Postmaster General Gideon Granger and service was established late in the fall of 1801. It was a loop route from Cleveland to Warren and return, and residents of Windsor, Jefferson, Austinburg and Harpersfield, in Ashtabula County, had the advantage of the service.

Another mail route in the pre-railroad days was from Cleveland eastward through Geneva, on the South ridge, and through Austinburg, Jefferson and Pierpont, and on over the Pennsylvania line to Conneaut Lake, to connect with mail to Pittsburgh. Ezra Gregory, who conducted a tavern on the South ridge in Geneva, carried mail over this route from Painesville to Conneaut Lake for some years.

In the days before the government had established routes through this county, the small interior villages could only get their mail by going long distances, as was the case in numerous instances, some one in the town would volunteer to take the mail through a certain territory without expense to the government, thus accommodating his neighbors at his own expense.

The daily mail service from New York to Ashtabula was established in 1863, the first through mail from the metropolis being received on Oct. 29 of that year.

Rock Creek and East Trumbull were so anxious for daily mail service that they determined to secure it without expense to the government and independent of official sanction. To this end they clubbed together, raised a fund and pledges of support and put on a daily hack line touching at Rock Creek, East Trumbull, Mechanicsville and Ashtabula. It does not appear

that the Postoffice Department raised any objection to this proceeding; in fact, they were glad to have any one get the service without making additional expense.

In the fall of 1850 the following mail routes were established in the county: From Ashtabula, via Plymouth, North Sheffield and Kelloggsville to Elk Creek, Pa.

From Kingsville, via Monroe, Pierpont, Denmark, Richmond, Andover, Williamsfield and Kinsman, to Greenville, Pa.

From Ashtabula Harbor, via Plymouth and Denmark, to Richmond.

In 1838 Geneva received mail by a post route that was established along the North Ridge from Painesville, via Arcole and North Perry.

Daily mail service between Ashtabula and Warren was instituted on July 1, 1852, being carried by a line of stages that was put on the route on that date. The mail left Ashtabula each morning at 7 o'clock for Jefferson. From Jefferson south the route on Mondays, Wednesdays and Fridays was via Rock Creek, Orwell and Bloomfield, to Warren, and on Tuesdays, Thursdays and Saturdays through Lenox, New Lyme and Colebrook. The paper said: "The stages were built in the barouche style, and were both genteel and comfortable."

Prior to 1856 there were no postage stamps, and transportation of letters was paid in cash, either by the sender or the addressee. In that year the Postoffice Department issued stamps and an order that all letters must thereafter be prepaid with stamps affixed. The order also stated that postmasters would provide themselves with stamps to sell to the public for accommodation.

Rural Delivery.—The introduction of the rural delivery service, at the beginning of the present century, proved a wonderful boon to the farmer, who had always theretofore had to "go to town" for his mail, or have a neighbor bring it, and it was not an uncommon thing for residents of the rural districts to get their mail but once a week, or less frequently. This was a great boon to the beneficiaries of the system, as were also the telephone, the automobile, the paved roads and the electricity for lighting and power, as well as the tractor and other power machinery. The farmer of today might be said to be right in town and his condition is a wonderful blessing as contrasted with that of the brave and ambitious forbears who suffered many hardships for the benefit of succeeding generations.

CHAPTER VII.

RAILROADS.

FIRST INCORPORATION—EARLY CITIZENS INTERESTED—MEETINGS—VARIOUS ROUTES CONSIDERED—SALE OF STOCK—SURVEY—OTHER PROJECTS—CONSTRUCTION—FIRST TRAIN—LATER ROADS—CONSOLIDATIONS—ELECTRIC LINES.

On Jan. 26, 1832, incorporation papers were granted for the Lake Erie & Ohio Railroad Company, which projected a road from Lake Erie to the Ohio River, the northern terminal to be located in either Ashtabula or Geauga County, but nothing further was done in the matter and the charter expired. In the fall of 1835 there arose a renewal of interest, and Columbiana, Geauga and Trumbull Counties held meetings, with a view to securing a new charter for a road to extend through their sections and end at Fairport.

Ashtabula County people were not slow to see that this county had a valid claim for a railroad to Ashtabula Harbor, so it seemed advisable to get into the conferences. A convention was called to be held in Jefferson on Oct. 21 to elect delegates to meetings to be held in Columbiana and Trumbull Counties, on Oct. 27 and Nov. 12, respectively.

R. W. Griswold, Horace Wilder, Henry and Matthew Hubbard and O. H. Fitch were appointed a committee of Ashtabula citizens to ascertain, through correspondence, all available information regarding what was being done by other counties and what would be necessary to get Ashtabula County into the running.

At the Jefferson meeting, R. W. Griswold, O. H. Knapp, Selah Whiting, Johnathan Warner, Aseph Turner and O. H. Fitch were named as a committee to draft resolutions on this occasion, one of which called for appointment of delegates to the convention in Warren and Salem, in Trumbull and Columbiana Counties, respectively. This committee consisted of

the following leading citizens of their respective townships: Solomon Fitch, Geneva; Eliphalet Austin, Austinburg; Horah Miner, Wayne; George G. Gillett, Kingsville; Horace Wilder, M. M. Sawtell and William Hubbard, Ashtabula; Lynds Jones, Jefferson; Robert Lyon, O. H. Knapp and George Morton, Conneaut; James M. Bloss, Monroe, and S. Wing, of Lenox.

This delegation met with a disagreeable surprise when they presented their credentials at the Columbiana County meeting, and what followed demonstrated that the Ashtabula County representatives were not to be easily disregarded. One of the delegates from this county, relating their experience, after their return, said that after waiting for some time for the Geauga and Wellsville delegates to complete "their secret arrangements", the convention organized by the appointment of Albert G. Richardson of Wellsville, chairman, and Gen. Charles C. Pain of Painesville, vice-chairman, and with Painesville and Wellsville secretaries. The delegates from Geauga County and Wellsville then presented their credentials and were admitted to the convention. Next appeared the Trumbull delegates, whereupon one of those already seated arose and stated that no delegates would be admitted to a seat who were not favorable to the Wellsville-Fairport route. This led to a heated discussion that ended with the Trumbull and Ashtabula and part of the Columbiana delegates leaving the building and organizing a counter-convention, at which they protested against the proceedings of the other body. The date for the Warren meeting was changed from the 12th to the 6th. This convention was held, but no definite action looking to actual future activities was accomplished, and it was adjourned without date.

While the Ashtabula and Trumbull County delegates refused to pledge themselves on a road from Wellsville to Fairport, it did not signify that they would insist on the northern terminal being at Ashtabula. They made it very plain to members of the Salem convention, from which they had been excluded, that they were ready to support the best route, whichever would show to be the most feasible, after both had been subjected to a government survey.

On Dec. 22 Trumbull and Ashtabula County citizens got together in the Presbyterian Church at Warren and declared themselves in favor of a railroad over the Ashtabula route and adopted a resolution urging their congressmen to "use their influence to cause the charter of 1832 for a

railroad from the Ohio River to Lake Erie to be renewed and so to amend the same as to designate Ashtabula and Warren as points on said road".

The next definite step in a railroad project was the passage of a bill by the State Legislature to incorporate the Ashtabula, Warren & East Liverpool Railroad Company, in February, 1836, giving twenty years in which to complete it.

The passage of this bill resulted in a land boom at Ashtabula Harbor. Illustrative of the way valuations rose, one case is noted where a piece of property that was offered for \$800 the previous fall sold for \$1,800. An enthusiastic resident at that time, foreseeing a great city at the northern terminal of the proposed road, suggested that it would be appropriate to change the name of Ashtabula Harbor to Manchester. Then with (East) Liverpool at one end and Manchester at the other, two great cities of England would be memorialized. Maybe that man was not an Englishman.

The Ashtabula Sentinel of March 12, 1836, says editorially: "Real estate here still continues to rise in proportion to the increased confidence which is felt that the stock of the Ashtabula, Warren & East Liverpool Railroad will be taken. Large purchases have recently been made at the Harbor by capitalists from abroad who will make extensive improvements there next summer. The land on both sides of the creek, at its mouth, has been laid out into lots, which are now selling to bona fide purchasers at prices which only six months ago would have astonished the natives. One lot 50 feet by 120 feet, on which the forest trees are now standing, was sold to a gentleman from Trumbull County this week for \$650, with a condition that he shall erect a good building on it within a year. It could have been purchased twelve months ago for as many cents."

After the incorporation of said railroad, subscription books were immediately opened for the sale of stock to the public, in each of the counties through which the proposed route was projected. In the city of Ashtabula the stock books, drawings and all desired information were available at the home of James Post.

The projectors lost no time in effecting a survey of the proposed northern section of the railroad to be, and under date of April 12, 1826, the engineer on the survey made his first report. The line was laid from near the lake on the west side of the Ashtabula Creek and southward over practically the course that is now traversed by the P., Y. & A. branch of

the Pennsylvania Lines. * The estimated expense was named at \$276,928.08. That figure contemplated grading for a double track.

When it came to selling the stock in the proposed company, it soon developed that the people, in general, were not so enthusiastic as the comparatively few who had given so much time and spent a considerable money in an effort to bring to this county the much needed line from the south. After a few months of effort through public meetings and other means of publicity to popularize the railroad proposition, the projectors finally became discouraged and decided to drop the matter until such time as the people were awake to the need, or leave it for another generation to work out to a finish. The real cause of the inability to get the public to show an active interest in the project was, doubtless, largely due to the fact that just at this time the country was in the throes of one of the periodical financial crises that paralyze business and make everybody hang onto their spare dollars until they find out what the future has in store for them.

After more or less informal talk of the project, a meeting of Ashtabula promoters was held on Dec. 28, 1851, in the Ashtabula House, to which the public was invited, for the purpose of considering the construction of a railroad to the Mahoning Valley. Henry Hubbard called the meeting to order, and E. C. Root was appointed chairman, and George Willard secretary. W. E. Scarsdale, Henry Hubbard and O. H. Fitch were appointed a committee to draft resolutions and present to the gathering for consideration. The committee presented the following resolutions, which were adopted:

"Resolved: That this meeting views the project of connecting Ashtabula with the Mahoning Valley, by railroad, as one of vital importance to the interests of Ashtabula County, and that immediate action is called for to secure the advantages of our geographical position.

"Resolved: That we are of the opinion that the star of internal improvement is about to dawn upon 'benighted Ashtabula', and that it is our duty as well as our interest to follow its leadings."

Engineers were employed to make a survey for a railroad from Ashtabula Harbor to Warren, 49 miles, and submit an estimate of what it would cost to construct. The report came that it would cost \$101,300 for grading and \$276,828 for the superstructure. The estimate contemplated the use

of the "old flat rail", and added that if the "heavy T rail" were used, it would add \$720 a mile to the expense of construction.

On December 29, 1851, a similar meeting was held in Austinburg, at which Lucretius Bissell, Esq., was chairman, and L. B. Austin secretary. At this meeting a committee appointed for the purpose offered for consideration the following resolutions:

"Resolved: That we view it as a matter of the highest importance to the people of Ashtabula County that prompt and efficient measures be taken for the construction of a railroad from Ashtabula to Warren.

"Resolved: That as Austinburg is (as we understand) the banner township in this county, in amounts subscribed to the Lake Shore Railroad, and was amongst the first and most efficient townships to aid in the construction of that road, we are resolved to be the first to speak, and not behind any other in action in relation to the road from Ashtabula to Warren.

"Resolved: That as Ashtabula County has heretofore been behind most counties in behalf of internal improvements, and is therefore falling far behind most other portions of the State of Ohio in such improvements as are now adding greatly to the improvement and prosperity of other more active portions, the results of such dilatory action on our part being duly seen in the low price of real estate in this county, when compared with many other sections of the state, we deem it time for 'Old Ashtabula', now, to wake up to efficient action such as shall cause the speedy construction of the proposed railroad."

In reporting the meeting of Austinburg enthusiasts to the weekly paper, the Ashtabula Telegraph and Lake County Advertiser, Secretary Austin wrote a long article on the proposition, from which we quote the following paragraph:

"Judging from the goaheadativeness of our people in these modern days of steam and lightning, as also from the present prospects of all railroads now opened in Ohio, we feel safe in saying, 'Open a railroad where you will, it can not but prosper'."

The enthusiasm of Ashtabula and Austinburg spread to other towns along the proposed route and similar meetings were held. The agitation was spontaneous and resulted in the calling of a general meeting at Warren, in January, 1852, at which all towns interested were represented. The



LAKE FRONT DOCKS AND YARDS, ASHTABULA HARBOR



ASHTABULA HARBOR IN 1875

published accounts give the following representatives for their respective towns: Ashtabula, Henry Hubbard, J. B. Hall, Henry Fassett, George Willard and H. L. Morrison; Austinburg, L. B. Austin and Myron Whiting; Morgan, W. C. St. John and E. DeVann; Rome, Richard Tinan and Ichabod Champion; Orwell, R. Barnard and R. C. Newell.

On July 15, 1853, an organization meeting was held in Warren, when Anson L. Brewer, Esq., of New Lisbon, was elected president; O. H. Fitch, Esq., of Ashtabula, treasurer, and a Mr. Young, of Canfield, secretary. The Hon. Joshua R. Giddings was authorized to take subscriptions for stock and relinquishments for the rights-of-way for the northern section. The boast was made that this road would be exceptional, in that it would be the first in the United States to be constructed by the people without any capitalist interest in the concern.

Engineers were employed and they began a survey of the proposed routes in the early fall of that year. There was considerable uncertainty in the beginning, as to which would be the better route, via Jefferson, or via Austinburg, and interests lying along each course pulled all the strings they were able, to have the line laid out their respective routes.

The preliminary surveys continued through the winter of 1853-54 and in the spring a summing up of the results resulted in the choosing of the route via Austinburg and southward through the fourth range of townships, practically the route that is now traversed by the P., Y. & A. road. This selection was, of course, a great disappointment to the people in range three, the Jefferson way, but they accepted the matter very philosophically and were ready to lend their moral support to the successful culmination of the project to the other fellow's advantage. It was agreed that the depriving of those of the eastern range of the great advantage that the road was expected to be to their territory, if built through that range, released them from their pledges for support through the purchase of stock they had subscribed, though it did not prevent their taking it if they chose, and many did so.

The survey showed that the expense that would be incurred by getting across Hubbard Run and by making the cut at Plymouth Ridge would be about twelve thousand dollars more than that of getting up Munson Hill, and that the Austinburg route would be three-tenths of a mile shorter. The stock proposition was a very amicable "gentlemen's agreement", it

being understood that, in consideration of the loss through the Jefferson route, the stock of those recalling their pledges would be offset by many of the Austinburg routers doubling their pledges.

The disappointment of the third range people was soon alleviated by the launching of a bran-new railroad project. That was to build a line from Ashtabula Harbor to Jamestown, Pa., to connect with the "Clinton Line" road that had been located to run across-country south of the Ashtabula County line. On June 1, 1854, a mass-meeting was held in the courthouse, for exploitation of the proposition and the taking of preliminary steps. Abel Krum was chairman and A. S. Hall secretary of this meeting. That the promoters of the Ashtabula & New Lisbon Road were not averse to this new possibility was demonstrated when H. Hubbard, of the former company, arose and stated that he was heart-and-soul in sympathy with this, or any other project that would benefit "Old Ashtabula County". He thought it a very feasible undertaking, gave facts and figures to show that it must be a paying proposition and offered the aid of the A. & N. L. on very reasonable terms through the use of that company's right-of-way sufficient to enable the proposed new line to carry its traffic over the heavy grade in getting down to the harbor. All who attended this meeting went away sanguine of the early realization of this latest commercial hope.

With all this railroad excitement in the wind, was it any wonder that a local bard should be moved to perpetrate the following?

"When the Iron Horse, south from Ashtabula,
Starts upon its course, will they take it coolly?
Sheep that graze in Rome, stately steers in Morgan—
Will they feel at home, roused by such an organ?

"Starting stoutly on—Wheezing with a witness;
Swiftly come and gone, with all ease and fitness;
Such a train to see, eyes of stock are straining,
And immediately go into 'General Training.'

"Soon the panic's o'er; Austinburg in quiet;
Orwell's flocks and herds turn out from their diet.
Thousands roll along—from their homes, or to it;
Freight trains in a throng, all foresaw and knew it.

"In a railroad path progress is surprising.
All the region hath all its fortunes rising.
Warren loud resounds, soon a city, truly,
Spreading wide its bounds.
Ditto, Ashtabula.

"All along the line, is enthusiasm.
Mountains, none to climb, nor dark, yawning chasms.
Level lies the way, joining lake and river.
Judgment needs no stay—
'Let the railroad sliver'."

The work of soliciting for each of the lines was pushed vigorously, but nothing was done on any of the projects in way of other preliminaries, excepting the A. & N. L., which organized and the directors kept things moving, spending lots of their own money in traveling up and down the line. They secured pledges on rights-of-way through over half of the proposed route, with depot sites, etc., but a bad season for the farmers slowed up the work very materially the first year and this had a dampening effect on the enthusiasm of the people. This made the work harder for the solicitors, but they kept up spirit. However, desultory work was done from time to time and a great amount of grading accomplished. Up to 1857, the work showed a considerable amount of grading done over the 36 miles between Harbor and Bristolville, and over \$80,000 had been expended. Then came three successive famine years, during which all work was suspended.

Periodically the directors would publish a statement of progress, but they did not seem to accomplish much, and, when the hard times of the early months of the Civil War hit the country, in the beginning of the year 1861, the directors held a meeting and passed resolutions, one of which was: "That in the present embarrassed condition of the country, prudence and sound judgment require that until a change shall take place for the better, no further expense or liability shall be incurred, farther than may be necessary in collecting the debts due the company, and discharging every honorable or legal obligation it may owe, and thus place the officers of the company in a position to resume operations so soon as circumstances will warrant the ultimate completion of the work."

This was rather disheartening, but the promoters were men who had seen many things go and come in the early growth of the country and they stuck to the ship. They kept the project before the people, and were determined to see it through to a successful issue. The people at the southern end of the line disposed of the section from Niles to New Lisbon to a company which agreed to have that much road running by 1869. And they did.

In 1869, Aug. 11, a meeting of the northern interests was held at Youngstown, at which Henry Hubbard of Ashtabula reviewed the history of the A. & N. L. Company, and urged some sort of action that would revive the work. No definite action was taken, however, until Sept. 20, 1870, when a meeting was held in Ashtabula for the purpose of turning over the Ashtabula & New Lisbon Company to the Ashtabula, Youngstown & Pittsburgh Railway Company, that had been formed for that purpose. This change of ownership brought all the necessary backing for the early completion of the railroad and work to that end was pushed forthwith. Work of grading and excavating was rushed along for some months and in the early spring of 1872 it was thought expedient by the directors to accept a proposition made by the Pennsylvania Central Company to take the project over and complete the work. This was done and there was never after that any doubt about the ultimate outcome of the effort that had been in the works for forty years. On June 14, 1872, the work of laying rails was commenced at a point between Prospect and Center Streets in Ashtabula. A locomotive and several flat cars were transported from Pittsburgh and the gang of thirty trackmen began work amidst a great crowd of spectators and blowing of all the whistles in town.

The first train was run to Austinburg on July 4. It was the construction train with the flats rigged up with temporary seats. The officials of the company and many citizens were on board, the trip being a public picnic excursion. A big program was to have been given in the grove where the picnic was to be held, but rain poured all day and the men turned to and erected a temporary canopy-top of lumber, which served to shelter the crowd.

The first through train from Pittsburgh arrived at Center Street, Ashtabula, at 3 P. M. on December 13, 1872. It consisted of a baggage-car and two private cars, and brought a party of road officials. The conductor

was J. H. Scott. Henry Groebing was engineer. The train was met at Center street by a local reception committee and taken in carriages to the harbor, then returned to the Fisk House, where a banquet was served and felicitations offered.

The formal opening of the Pennsylvania branch to the south was on May 26, 1874, when a party of officials from Pittsburgh and other points along the line assembled at Ashtabula with the local officials. All went to the Harbor and boarded the schooner *Snowdrop*, on which they took a lake ride, after which they returned to the city and enjoyed a banquet, which was served in the Opera House. In the evening the celebration closed with a grand ball in Haskell's Hall.

The first freight conveyed to Ashtabula from the south over this line was a train of 12 cars of coal, consigned to J. M. Clark's coal yard at Center Street.

The name of the railroad was changed several times, being called, successively, Pittsburgh, Youngstown & Ashtabula; Ashtabula & Pittsburgh; Ashtabula, Niles & Youngstown, finally, by a coalition with connecting branches, it became the Pittsburgh, Youngstown & Ashtabula in 1887, which name still maintains.

The first regular passenger train for Pittsburgh left Ashtabula on the morning of May 1, 1873.

Ashtabula was, for a number of years, the division headquarters of this line, the old two-story depot building at Center Street housing the offices of Superintendent D. B. McCoy, Dispatcher C. W. Jaques and Station Agent A. D. P. Young. There was regular passenger service to the Harbor for ten or a dozen years after the opening of the line. George B. Raser was the agent at that place.

The Oil City and Youngstown division of the New York Central system was not so long in contemplation and uncertainty as was the Pennsylvania branch. This was because of the substantial backing, the well established Cleveland, Painesville & Ashtabula (later the Lake Shore and then N. Y. C.) road, the directors of which realized the importance of a southern feeder. What was for many years known as the "Jamestown Branch" was first the subject of consideration in the early '60s. In 1864 the agitation began in earnest, with two northern terminal routes under consideration. The C., P. & A. wanted a right-of-way for the terminal

donated and Conneaut came immediately to the front with an offer of all the rights desired. Ashtabula hustled into the game, and, by an offer of all the needed land and the depot grounds, secured the plum.

Preliminary surveys were at once begun, three routes for entry into the village of Ashtabula being considered. One was through the East Village and to the harbor via the east side; another across the gulf over Cemetery Hill, and the third somewhat farther west. The Cemetery Hill route was chosen and actual operations began at that point in the early spring of 1865. This initial work embraced the building of a bridge 450 feet long across Hubbard Run, a cut through the hill, about twenty feet deep and a highway bridge to span this excavation; also a long and high stone culvert to take care of the gulf stream. This work consumed many months and gave employment to a large number of men. The earth from the excavation was dumped into the gulf to fill over the culvert. This section of the new road was completed in December, 1871, after several interruptions that caused uneasiness lest the project might have been dropped. Contracts for the construction of the entire line were awarded in July, 1871, and on August 5, 1872, the road was completed, ready for business.

During one stage of the work, the ascendancy that Ashtabula village proper had many years before gained over East Village was seriously threatened. When the line had been completed to a point near Ashtabula, the company asked the town committee to ratify the pledges that remained unfulfilled to the extent of about \$7,000. For a time this looked as if it would fail of accomplishment, but when the company threatened to change to the east side route that had been surveyed, and to move their passenger station to a point east of the river, their terms were met in short order.

The opening of the road was celebrated by a meeting of officials from both directions held in Jefferson, within which place the rails being laid from each way were joined. The first regular through passenger train left Ashtabula at 10 A. M. on the date above mentioned and was loaded with railroad officials, citizens and county politicians, the Republican county convention having been called to meet at the "Hub" on that date, also.

Before the Jamestown branch was completed, the Mahoning Coal Road Company commenced operations on a line from Youngstown to connect with the Ashtabula & Jamestown road at Andover. That company

also projected an extension of the A. & J. road from Ashtabula city to the harbor, but discovered that the Pennsylvania company had tied up the only right-of-way feasible. Then began an interesting series of conferences which ended in the A., Y. & P. officials coming across handsomely. W. H. Morrison, of Ashtabula, whose father, Hon. H. L. Morrison, was one of the principal promoters, officers and directors of the A., Y. & P., gives the following account of this controversy:

"The P., Y. & A. had secured options on lands abutting both sides of the river and affording rights-of-way thereto. When the Youngstown branch had been put through, the Lake Shore interests immediately took it over and decided to build to the harbor section at once. P. H. Watson, who had supervised the building of the A. & J. road and was handling the company's interests as Father was those of the opposition line, sent word to father to come to his (Watson's) office to meet him and other officials regarding the harbor right-of-way. Father sent word back that if they had any business with him it was no farther for them to come to his office than it was for him to go to Watson's. And they came. At first they assumed a brow-beating manner and intimated high-handed procedures, but when they learned that Father had the contracts right in his pocket, they changed their tactics and got down to a reasonable basis of dickering which, after several conferences resulted in the A., Y. & P. company giving the Lake Shore not only a share of the right-of-way to the harbor section, but also first choice as to which side of the river they would like to adopt. They chose the east side, and that's how the Lake Shore got to the harbor."

The progress of work on the Harbor extension of the A. & J. was hindered by inability to get men. It happened that just at this time the Painesville & Youngstown road was in course of construction and shortage of labor was also felt there. The contractors on the Ashtabula work hired men in Buffalo and paid their fare to Ashtabula, several times, but none of them ever showed up. It developed that the Painesville contractors were coming to Ashtabula and meeting the imported laborers as they got off the train, and, by offer of more pay, inducing them to continue on to Painesville.

The Lake Shore's line to the harbor section was completed to the Harbor June 9, 1873, but no ore was received, nor coal shipped until the following spring. From that time the business grew with great strides

and the seven-ton ore cars and correspondingly small locomotives also increased in size and capacity to the formidable rolling-stock of today.

The growing trains, in weight and length, caused the company to look for some means of escaping the heavy grades of the old line and, in 1901, a survey was made for a low-grade line, leaving the A., J. & F. (the name of the road had some years previously been changed to the Ashtabula, Jamestown & Franklin) main line at Plymouth, making a short cut, bearing to the east and south and crossing it at Dorset, to the west side, and hitting it again at Hubbard. This short-cut lessened the distance about ten miles and also eliminated all the heavy grades. This new "low-grade" line was completed the following year.

The Andover-Youngstown branch was completed and ready for operation on August 4, 1873.

During the construction of the southern lines, other parties undertook to arouse interest in a proposition to build a line from Fairport, via Perry, Madison, Harpersfield, Austinburg and Jefferson, across to Albion, Pa. This finally ended in the construction of the Painesville & Youngstown line, now a part of the B. & O. system.

There were one or two other cross-country roads projected in the southern part of the county, but they never materialized.

The New York, Chicago & St. Louis Railroad, which was opened for business in 1882, was created in record time. Incorporation papers were taken out in New York in April, 1881, for a railroad to be built from that city to St. Louis. The actual construction necessary was the gap between Buffalo and Chicago and the work was begun in Buffalo soon after the incorporation had been effected, and was finished in Chicago and the road ready for operation on October 23, 1882.

This road was calculated as a competitor of the Lake Shore lines, but had been finished only a month when it was purchased by the Vanderbilt interests, which controlled the Lake Shore, and the result was that the Nickel Plate did not do much for several years. Then the attention of the Interstate Commerce Commission was called to the suppression of the business of the new line and the parent company was given to understand that the law prevented ownership of competing parallel lines by one interest, and that the Nickel Plate must be disposed of. There were no purchasers, however, and eventually the line became an important freight road.

In 1916 a sensation was created by the sale of the Nickel Plate line, on July 6, to O. P. and M. J. Van Sweringen, two young Cleveland men who had gone to that city from a Geneva Township farm and started life as newsboys. Neither of the young men was out of his thirties when this transaction took place, and the story as to how it came about is still more remarkable.

To tell it briefly: When they were of school-going age, country life began to pall on their aspirations and Geneva became too small for them. They went to the big town, continued in school for a time and then got jobs in offices. They took a stroll out into the outskirts of the city one Sunday and became interested in a certain section with beautiful surroundings. With borrowed money they purchased a few lots in this section and put them on the market. They sold readily and the boys plunged a little deeper and arranged for the purchase of 2,000 acres and then the public began to hear about "Shaker Heights". To insure success of this remote allotment, it was necessary that they furnish proper transportation facilities, so they asked the Cleveland Railway Company to extend their car lines out there, but they declined, whereupon the young men proceeded to get right-of-way and build their own line. There was one mile of territory they needed to complete their transportation plan, and that was occupied by the Nickel Plate railway and the only way they could get possession of the 5,280 feet was to purchase the 523 miles of railroad, which they did, paying \$8,500,000.

Under the aggressive management of the Van Sweringens, the Nickel Plate has absorbed the "Erie", the Chesapeake & Ohio, and the Pere Marquette, and is after the Delaware, Lackawanna & Western and the Wheeling & Lake Erie.

One evening in the year 1897, Dwight Crowell, E. L. Hills and Charles Lawyer sat in the office of the first-named in Jefferson, chatting on topics of the day, when the subject of transportation was brought up, just as Frank Fortune, then postmaster of Jefferson, dropped in. Within a few minutes the quartet of long-headed business men were projecting an inter-urban electric line from Painesville to Conneaut Harbor, via Ashtabula. To think was to act with these men and next morning the three first named took train to Painesville, hired a team and drove through to Ashtabula over what they thought should be the route to be followed by an electric line. The next step was the procuring of incorporation papers for the

Pennsylvania & Ohio Electric Railway, which were issued in the early spring of 1898. Then followed the preliminary survey and securing of the right-of-way. The company awarded a contract for construction of the proposed line and the work was about to be started just before the price of steel took such a big jump that the contractors forfeited their agreement. Then the projectors decided to do the work themselves and operations were actually begun in the summer of 1899, at the eastern end, and in the spring of 1900, the city line in Conneaut was put in operation.

On Nov. 11, 1901, the first car was run over the line to Ashtabula from Conneaut, with officials of the company, and on Thursday, Nov. 21, 1901, the cars were put on regular schedule between the two points.

The projected continuance of the line to Painesville never materialized, but in the following year, 1902, the line was extended to Jefferson. The road was constructed entirely of capital raised in Ashtabula County and it never paid a dividend. It continued to operate under varying conditions, being conducted by a receiver for several years prior to Feb. 29, 1924, when the service was suspended and a few months later the property was sold for junk.

In 1923, several months prior to the finish of the electric service, a bus line styled the Cleveland, Ashtabula & Conneaut Bus Company was established and began regular trips between Cleveland and Conneaut. When the P. & O. suspended, this company immediately instituted their service between Ashtabula and Jefferson. This line is still in operation and gives promise of being a permanent convenience.

The projected extension of the Pennsylvania & Ohio from Ashtabula to Painesville did not become a realization, but at about that time the Everett-Moore syndicate was developing the first great system of inter-urban electric lines in the world, with Cleveland as the pivotal point. They had originally intended coming only so far east as Painesville and Fairport, but the field looked good farther east and they decided to come as far as Ashtabula and connect with the P. & O. They proceeded to the preliminary work and were antagonized so strenuously when they asked a franchise to come through Main street in Geneva that they proceeded to obtain rights-of-way south of town, and threatened to go around Geneva. This brought the opposition to time and the result was that the railroad got what they wanted and Geneva took a step forward in the transportation line. The line was completed and operated through to Ashtabula in 1902,

and has been running since that time, but is being sorely hampered by the C., A. & C. bus line.

In the early years of this century, a railroad, to be run by gasoline, was projected to run from Conneaut, down through the first range of townships to Youngstown. Rights-of-way were secured over a goodly portion of the proposed route and, for a time, it looked as if the line would be built, but opposing influences arose that finally resulted in the abandonment of the project.

In 1900-01 rights-of-way were secured and franchise granted for a proposed electric line across country from Geneva, via Austinburg, Jefferson, Pierpont, Penn Line, Linesville and Harmonsburg, to Meadville. That, also, is one of the blasted hopes of the past.

CHAPTER VIII.

IN THE WARS OF THE NATION.

WAR OF 1812—COL. RICHARD HAYES' REGIMENT—CAPT. JOSHUA FOBES—EXPERIENCES—PARTICIPATION IN THE CIVIL WAR—WAR WITH SPAIN—ASHTABULA COUNTY HEROES OF THE WORLD WAR—COUNTY RED CROSS.

A detailed history of the participation of Ashtabula County residents, men, women, boys and girls, in the activities incident to the disturbed periods occasioned by wars, would suffice to fill a volume by itself, consequently it can only be touched upon briefly in this history.

Scarcely had the pioneer families become settled down to an organized system of existence on the Western Reserve, when the War of 1812 was precipitated upon this country and the proximity of the "New Connecticut" to the border gave the greatest element of danger to this immediate vicinity. Riders were sent out to warn the settlers and to notify them of the likelihood of their being called upon at any time to rush to the lake districts to help ward off invasion of the enemy. This had the result of placing all men in readiness with such arms as were available, and when the word came of Hull's surrender at Detroit, on August 16, 1812, every man was prepared for whatever might arise. The effect was very soon felt, for a few days later an order was issued to Col. Richard Hayes, of Hartford, to assemble his regiment at Kinsman, and prepare for immediate military service.

The regiment embraced eight companies and as soon as they were marshaled an order was issued for their advancement and they started northward, passing through Ashtabula County and spending the first night in camp in Williamsfield Township and the second night out in Jefferson. Next morning they marched to Austinburg, where they found teams with supplies awaiting them.

The next day, at Harpersfield, the brigade commander, General Simon Perkins, joined the regiment, and orders were received to send back a

half of the volunteers, to protect the settlements they had left in Ashtabula and Trumbull counties.

The drafted men were assigned to the company under command of Capt. Joshua Fobes, of Wayne, and following the reorganization at Harpersfield, the regiment proceeded to Cleveland. There they were provisioned and otherwise equipped and sent on to Avery, where a large block-house was constructed and preparations were made to meet any disturbance that might be started by the Indians in the western part of the Reserve.

In September, 1812, the Ashtabula County soldiers were participants in skirmishes with the Indians upon the peninsula at Sandusky which is now the popular Cedar Point resort. The period of enlistment having expired, in February, 1813, the Ashtabula men were discharged and returned to their homes.

Owing to the disturbed conditions there was much interference with the mails between Forts Stephenson and Maigs, and a call went out for volunteer dispatchmen, who would brave the dangers of the "Black Swamp" that lay between the two important military posts named. Among those who offered their services were Titus Hayes of Wayne and Dr. Coleman of Ashtabula. They, in company with Capt. Burnham of Kinsman, another volunteer, started on horseback on their perilous journey.

They spent the first night out in camp beside the Portage River. They were aroused next morning by the sound of distant artillery play and an occasional Indian war hoop. As they neared their journey's end the sounds of disturbance became more pronounced, and Hayes was sent on ahead to reconnoiter and report in an hour. While Coleman and Burnham were awaiting Hayes' return, there was a rifle crack and the latter's hat was punctured by a bullet. They looked up to see an Indian dodge behind a tree and disappear.

This evidence that they were being followed decided them upon immediate action to get under cover. They cut open the mail bag, took therefrom the important military mail and destroyed the remainder, then set foot toward Fort Stephenson, where they eventually arrived safe and well, after having gone four days without food. Hayes had found it impossible to return to his companions, so proceeded as best he could and arrived at the same point after several days and nights of hardship.

The above gives a slight idea of the spirit of the time and shows

that Ashtabula County's men were not lacking in their patriotism or bravery. Following down the years through succeeding wars, the situation was found the same. The few hundreds of men that were available from this county to meet the fortunes of the War of 1812 was proportionately as great as the thousands who responded to the call a half-century later to put down slavery and preserve the Union.

In the War of the Rebellion, Ashtabula County men were to be found in many regiments throughout the country, but the regiment that was practically made up locally was the Twenty-Ninth Ohio Volunteer Infantry. The whereabouts of the Ashtabula County men—the parts they played in the struggle for freedom, are summed up very aptly in the Williams Brothers' History as follows:

“In the war for the Union, during the great rebellion, Ashtabula was prompt, patriotic and decisive. Her citizens were in the first fire upon the Confederates at Phillippi, and at the surrender at Appomattox. They were with Fremont in Missouri, with Banks in the Shenandoah Valley, and with Rosecrans in Western Virginia. They fought with Hooker at Look-out Mountain, with Grant at Vicksburg, and marched with Sherman through Georgia and the Carolinas. Their blood stained the way from the Potomac to the James, from the Ohio to the Tennessee and from the Missouri to the Arkansas. At Kernstown, Port Republic, Cedar Mountain, Chancellorsville, Gettysburg and Antietam; at Resaca, Kenesaw and Chickamauga; before Atlanta; Stone River, Shiloh, Perryville, Pea Ridge, Murphresborough and Malvern Hill; Cloud Mountain, Cedar Creek and Five Forks; Spottsylvania, North Anna and Petersburg—wherever a glorious record was made, there Ashtabula had brave men who bore aloft her colors through the gloom of defeat as well as in the flush of victory. Ashtabula's dead lie in almost every battlefield; they suffered in the trench and in the hospital; they starved in the prison pens at Andersonville, Libbey, Belle Isle and Salisbury; whatever sacrifice was demanded by the bloody moloch of war, Ashtabula had a victim who was offered to the insatiable monster.”

Came the war with Spain, in 1898. Ashtabula County had one full company of 111 men, also 5 men in the Hospital Corps of Ohio troops, 28 men in the First Ohio Cavalry, 8 in the First Ohio Light Artillery and 53 scattered in other organizations or branches, making a total of 205 of record besides numerous others who were with the navy.

In the World War, it was the same spirit of loyalty and love of country that sent several thousand of the youth of the county to arms, some never to return, some to come back maimed or marked for lives of misery because of shock, poison gas or impairment from other causes resulting from modern warring methods. As in the Civil War, so in the World War, Ashtabula County heroes were to be found in every branch and participating in the vital activities.

County Red Cross.—Ashtabula county was one of the first to organize for the work of the American Red Cross, after the United States got into the World War. A meeting was held in the chamber of commerce rooms in Ashtabula on April 4, 1917, at which there was an attendance of eighty enthusiastic promoters and a county organization was formed with the following officers:

H. W. Luethi, Ashtabula, chairman; B. F. Perry, Jefferson, vice-chairman; Dr. Mary Miller Battles, Ashtabula, secretary; B. B. Seymour, Ashtabula, treasurer; Directors, Capt. Whitney Carr, Dr. H. Milton Brown, P. C. Remick, W. S. King, Ashtabula; Frank Martin, A. W. Chamberlin, Geneva; E. G. Donnelly, E. L. Lampson, Judge J. W. Roberts, Jefferson; R. R. Richardson, Allen H. Curtis, Dr. F. W. Upson, Charles Marcey, Conneaut.

The work of organizing was pushed with vigor, with the result that before the first Christmas "roll-call", twenty-six of the twenty-eight townships of the county had a working organization.

The county headquarters was established in the Federal building in Ashtabula, the entire upper story of which was given over by the Treasury Department of the United States to needs of the war activities.

During the first years of the war the Woman's Auxiliary, which included hundreds of patriotic and faithful workers, was the most active branch of the work, if any could be so called. Every day, from morning till night, many women gave their time and effort to the making of needed garments, bandages, and other comforts and needs of the soldier boys "Over there". The women's work was supervised by Miss Elizabeth MacKay, Mrs. C. C. Crosby, Mrs. Jacob Strader, Mrs. R. R. Richardson, Mrs. Sarah Heyward and Mrs. Charles Marcey. H. A. Truesdale of Conneaut was director of the Home Service Work, while Miss Ella M. Pierce supervised the activities of the Junior Red Cross, which did a mighty work for the cause.

After the first year, Mr. Luethi resigned as chairman and C. A. Corbin was appointed in his place and has occupied that position up to the present time. Throughout the entire period of greatest activities and needs Dr. Battles served faithfully as secretary.

The work of the Red Cross since the War has changed from supplying the material needs of the soldiers to after-care of the returned and disabled veterans, aiding them to secure the assistance offered by the Government in the way of hospital, medical and dental care, claims for compensation for injuries and illness received on account of the War, and the countless other problems arising as aftermath of the War to the service-men and their families. The Government from time to time amended the laws so as to more adequately care for the veterans, thus making it necessary to continue the work of the County Chapter, as the connecting link between the service-men and the Government. This work has been carried on steadily and intensely, since November 11, 1918, resulting in service having been rendered to thousands of veterans, both local and transient, since that date, and many more thousands of dollars being paid to the service-men of Ashtabula County by the Government, through the efforts of the county chapter.

Mrs. Kate I. Laughlin, who has been the executive secretary of the organization in Ashtabula at the County Headquarters practically since the close of the war, has been tireless in her labors in the interests of the veterans, as a result of which many of the boys and their families have had cause to be grateful to her, and they have endeavored to show their gratitude in many ways. "Mother" Laughlin has been enshrined in the hearts of hundreds who feel that her dauntless efforts in their behalf have resulted in their getting a new hold on life when hope had fled.

The present officers of the Ashtabula County Chapter are as follows: C. A. Corbin, chairman; C. A. Hitchcock, vice-chairman; Mrs. Kate I. Laughlin, secretary; Judge J. W. Roberts, J. H. Craig, Mrs. J. F. Munsell, Dr. W. S. King, P. C. Remick, A. W. Chamberlin, Frank Martin, Charles A. Hitchcock, Mrs. H. B. Kurtz, Charles A. Marcey, Mrs. C. C. Webster, Allen Curtiss, directors; Hitchcock, Martin, Curtiss, Craig and Remick, executive committee; Mrs. Viola Marcey, supervisor of Health Department; Miss Ella Pierce, of the Junior Red Cross, and Mrs. Olive Webster, of Woman's Work.

The Junior Red Cross, under the direction of Miss Pierce, has become a strong force in Ashtabula county. More and more the influence of the children is realized in the cementing of a world-wide friendship, through their annual exchange of gifts and correspondence with the young people of other countries.

CHAPTER IX.

NEWSPAPERS.

"TRUMP OF FAME"—FIRST COUNTY NEWSPAPER—ASHTABULA SENTINEL—ASHTABULA TELEGRAPH OF 1846—PIONEER EDITORS—CONNEAUT GAZETTE—JEFFERSON GAZETTE—OTHER PUBLICATIONS.

The first Western Reserve newspaper was published in Warren. It was the "Trump of Fame", and was launched in 1811, by Thomas Webb, Esq. The paper had many subscribers in Ashtabula County and it was considered the local newspaper until 1823, when Asa and John Hickox gave the county a paper of its real own.

The Ashtabula Recorder, published in Ashtabula, was the first county paper. It continued for three years, when it was succeeded by the Western Journal, of which R. W. Griswold was owner and editor. In November, 1827, the paper passed to the ownership of Park & Terill and they passed it on in the following year to Hugh Lowrey. In 1829 he changed the name to the Ashtabula Journal, under which title it struggled along till March, 1831, when it was suspended and the press and other equipment were sold to a company of Conneaut parties, who believed that their town needed a newspaper. In the following year, 1832, there was born in this plant the Salem Advertiser, of which O. K. Knapp was editor. This paper continued a number of years.

In 1828 the Ohio Luminary was published in Jefferson by Moorehead & Wallace, but it was short lived.

The next venture in the newspaper field was made by a company of Ashtabula men who organized and started the Ashtabula Sentinel. The first issue came out on January 21, 1832, O. H. Fitch being its editor. This paper proved a successful effort, and during the succeeding twenty years its management changed hands almost yearly, among those who edited it at different times being O. H. Fitch, Henry Fassett, J. A. Gid-

dings and other prominent men of the early years. In 1853 the paper and plant were purchased by W. C. Howells (father of the famed novelist William Dean Howells) and J. L. Olliver, who moved the outfit to Jefferson and continued publication there for many years.

The Ashtabula Republican was started in 1833, but did not survive long.

In 1834 Clark & Company started the Democratic Free Press in Ashtabula, but its career was short and unprofitable.

The next effort was made by Judge S. A. Dann, who began publication of the Ashtabula Democrat May 2, 1853. After a few months the plant was moved from Ashtabula to Geneva, where the paper survived a short time.

The Buckeye Democrat, edited by a man named Smith in 1857, hit the rocks early in its career.

In that year, also, a Mr. Barnes thought Ashtabula would be a good field for the exploitation of his personal interests, which lay in the promulgation of psychic education. He started a paper, the name of which is not known, but of which a contemporary, in giving it editorial greeting, said: "It is spiced with all the vagaries of Spiritualism, Free Love, Free Thinking, and a considerable amount of thinking generally". That was the last mention found of that paper.

In 1846 the Ashtabula Telegraph was founded by N. W. Thayer, with W. E. Scarsdale as editor. Subsequently it came out for a number of years under the title "Ashtabula Telegraph and Lake County Advertiser", one-half of each weekly issue being devoted to local news and advertising of Ashtabula and surrounding towns and the other to Painesville and its interests. This combination continued until January, 1853, when the Lake County interest was dropped and the paper continued as the Ashtabula Telegraph. Later, for a time, John Booth owned and conducted the paper, but in 1855 it was taken over by the Messrs. Willard, Hendry & Morrison, who made R. W. Handford editor and published the paper for a year, when it was bought by James Reed, in April, 1856. In 1873 James Reed, Jr., purchased an interest with his father and entered upon the active management of the paper. In 1885 the Daily Telegraph was started. In 1890 the paper was purchased by Scott & Remick, then editing the Rock Creek Banner, who consolidated the two and entered the business field of Ashtabula. J. H. Scrivens & Son had launched the Daily Beacon in Ash-

tabula on January 26, 1888, and in March, 1891, a stock company was organized which combined the Daily Beacon and the Telegraph in one interest. J. H. Scrivens was president, W. W. Scott vice-president, C. L. Scrivens secretary and P. C. Remick treasurer of this company and they proceeded to give Ashtabula County a real daily paper, continuing weekly publication of the Telegraph for some time.

The Ashtabula News entered the field of weekly papers in this county in 1873, its home being in Ashtabula and its sponsor A. S. Sperry. The following year N. C. Hawley purchased a half interest and in 1877 E. J. Griffin became a partner and the editor. B. H. Rickard bought in in 1881 and in 1883 Mr. Griffin became sole proprietor, and continued as such until 1896, when the Telegraph absorbed the subscription list of the News and at the same time that of the Kingsville Tribune, and publication of both the News and the Tribune was suspended.

In the meantime J. V. Gallup & Son had started the publication of the Evening Journal, a daily, on December 1, 1890. In June, 1892, W. A. Robertson, Jr., purchased the interest of the senior Gallup and became business manager of the paper, and soon afterward the plants of the News and the Journal were combined through a consolidation of the two interests, and the Evening Journal was changed to the News-Journal and issued from the News Plant. Shortly thereafter Mr. Robertson retired from the business and in 1897 Mr. Robertson sold his interest to A. F. Sperry, who leased the interest of Mr. Griffin and conducted the business for a time, but eventually it reverted to Mr. Griffin, who continued with it until he died.

In 1870 a paper named "The Jeffersonian" was started in Ashtabula and survived for about a year.

D. J. Sherman and R. O. Rote started the Democratic Standard on November 14, 1876. In 1891 C. A. Corbin purchased an interest in the paper and became editor. In 1893 the concern was incorporated by a stock company of which R. O. Rote was president; T. E. Hoyt, vice-president; J. C. Hubbard, secretary-treasurer, and C. A. Corbin, superintendent and manager. Under the new ownership the Standard entered the daily field, championing the interests of the Democratic party in Ashtabula County. As a daily, however, it did not continue very long, but the weekly issue came out regularly until 1922. In the meantime, editor Corbin's interests were necessarily severed by his appointment as postmaster, in 1914.

The first effort at publishing a daily paper in Ashtabula County was made in 1882 by Cartin & Johnson, who came out with the *Daily Advance*, which had a rather uncertain existence for a year or so and passed on. Then F. V. Johnson conducted the *Daily Record* for a time.

W. V. Newberry, a young man who had grown up in the composing rooms of Ashtabula papers, aspired to something higher and, in 1889, he presented to the reading public the *Daily Times*, the editorial department which was conducted by his aunt, Miss Rose Gifford, the first and, thus far, the only woman editor of a daily paper in the county.—The *Times* lasted about a year.

In 1893 the Rev. Robert W. Peach, of the Trinity Reformed Episcopal church of Ashtabula, who had been publishing the *Church Visitor*, a monthly devoted to the interests of his parish, sold his plant to the Rev. John H. Meek, who moved the outfit to Ashtabula Harbor and began there the publication of the *Weekly Visitor*. Soon thereafter the paper was enlarged and came out as a daily and its name was changed to *The Ashtabula Daily Record*. This step grew out of the action of several Harbor business men who organized the *Record Publishing Company*. H. I. Clark took a lease on the plant. In 1898 the company was reorganized, J. S. Wilson taking an interest, and became the *Wilson-Clark Company*. The plant was moved from the Harbor to the city, located on Main street, the equipment largely increased and the size of the paper doubled. There was lively competition in the daily paper field for a couple of years and then *The Ashtabula Printing Company* was organized, its officers including the personnel of the *Beacon* and *Record* companies, and the two papers were consolidated as the *Ashtabula Beacon-Record*.

On Sept. 4, 1909, *The Independent Publishing Company* launched the *Daily Independent*, in Ashtabula, and continued its publication until 1911. This company was composed of M. T. Stokes, J. J. Mundy and E. J. Hancock, all strangers to whom the Ashtabula field looked promising. The *Independent* suspended in May, 1911.

The *Daily Star* was started in 1914 and in April, 1916, combined with the *Beacon-Record*, and came out as the *Star-Beacon*, which is the only Ashtabula daily today. It is owned by *The Ashtabula Publishing Company*, and the personnel of the paper force includes C. A. Rowley as president and general manager; G. H. Leggett and J. J. Mundy, editors; J. W. Quigley, advertising manager; Charles Evans, circulation manager.

Owing to the absence of any printed or written record, the date of the birth of Conneaut's first newspaper is shrouded in some uncertainty, but was probably in 1830 or 1831. It was some thirty-odd years after the first white settlers had arrived in what was then called Salem that the need of the printed word for the dissemination of news was felt and a "Washington" hand press was brought overland in an ox cart from Buffalo, N. Y., and used for printing the Salem Gazette.

This old pioneer press, although having undoubtedly passed the century mark of its existence, is still in good, usable condition and occupies a revered corner in the plant of the Conneaut News-Herald, where it is allowed once a week to print the "mailing lists", a sort of pensioner's job just to keep it in operative condition.

The oldest known copy of a Conneaut newspaper is a Conneaut Gazette, weekly, of May 15, 1835. This paper bears the mark "Vol. 4", giving rise to the conjecture that there was a suspension of publication sometime between that date and the first issue. The name of the little settlement was changed from Salem to Conneaut in the early '30s and the name of the newspaper quite plainly followed suit. The editor in 1835 was O. H. Knapp.

In August, 1835, the paper passed into the hands of Knapp & Taylor and in April, 1836, J. H. Jacoby became proprietor with S. F. Taylor as editor. In October of the same year, the paper passed into the hands of C. A. Randall & Company, S. F. Taylor remaining as editor. In January, 1837, William Hulin became the Gazette's editor and remained until April, 1838, when the publication came under the direction of W. W. Ainger, publication agent. In the issue of October 4, 1838, S. F. Taylor's name is again associated with the Gazette as editor and in December, 1838, Taylor became editor and proprietor, remaining in that capacity for the next two years when the paper was acquired by D. C. Allen and W. J. Tait, editors and proprietors, the former having been associated in 1839 with Taylor as printer. The name of the paper was changed to the Ashtabula County Gazette late in 1840, but was soon clothed with its former name again. Tait became editor and proprietor in September, 1842, Allen evidently having left the partnership.

There is now a break in the available files until February 3, 1848, when the paper had become the Conneaut Reporter with Allen & Shaw as proprietors and editors. This issue bore the volume number five, hence it is assumed that the Reporter originated in 1844, probably as a continua-

tion of the Gazette. With the issue of February 17, 1848, the name of Shaw disappeared from the editorial masthead and D. C. Allen was listed alone.

On January 2, 1862, the paper passed into the hands of the late John P. Rieg, who remained associated with it until it was finally suspended for all time in 1900. Sidney Kelsey was joint editor with Rieg until October, 1865, when Rieg became sole editor and proprietor. In January, 1866, C. G. Griffey became an associate proprietor and editor with Mr. Rieg and remained until December of the same year, when he was succeeded by A. Harwood. The publishing firm was changed to Rieg & Harwood in February, 1867, and continued for exactly one year, when Rieg again became sole owner and editor. Mr. Griffey again became identified with the publication in December, 1869, and the paper continued under the direction of Rieg & Griffey until May, 1871, when Mr. Griffey left the partnership again. He later went to Michigan and engaged in the publishing business, where he acquired a fortune after having failed in an individual attempt to maintain another paper in Conneaut, the Conneaut Citizen.

July, 1871, found J. S. Van Alstin as associate editor with Mr. Rieg, but in June, 1872, the former severed his connection with the paper. Mr. Rieg then continued on alone until January, 1875, when the proprietors and editors became Rieg & Stoner, the latter having been an employe of the paper for three years. In January, 1877, the firm became J. P. Rieg & Company, with S. C. Brooks, father-in-law of Mr. Rieg, as the silent partner. This firm continued until January, 1882, when C. S. Putnam purchased an interest and the editors and proprietors became Rieg & Putnam. In January, 1884, the firm name was changed to Rieg, Putnam & Company, and in January, 1889, Mr. Putnam left the firm, the name again becoming J. P. Rieg & Co., with H. M. Wolcott as the "company."

Meantime, in 1878, the Conneaut Express had been started by C. S. Putnam and L. V. Stone. In 1879, the latter sold his interest to a Mr. Foster and the paper was removed to Geneva, Ohio, where it became the Geneva Express. Later, as stated above, Mr. Putnam returned to Conneaut and purchased an interest in the Reporter.

In January, 1890, the Conneaut Reporter came under the proprietorship of the Rieg & Smith Publishing Company, S. J. Smith being the second named partner, he having become associated with the Conneaut Herald, established by Keeler & Montgomery in 1882. The two weeklies joined

forces in January, 1890, and the Rieg & Smith Printing Company continued to publish both papers until April 5, 1895, when the last issue of the weekly Herald appeared. On April 11, 1895, the first issue of the Conneaut Daily Herald appeared with J. P. Rieg as editor, H. M. Wolcott and John B. Rieg, associates, and C. C. Boggs, reporter.

The Conneaut Evening Post, this city's first daily paper, was founded in 1891 by P. E. Bissell as editor. This paper was purchased in 1895 by Frank Stow, who continued its publication until August 6, 1896, when it was consolidated with the daily Herald as the Conneaut Post-Herald with J. P. Rieg managing editor; F. H. Stow, editor; H. M. Wolcott and John B. Rieg, associates, and C. C. Boggs, reporter. The Post-Herald was a four-page, seven-column paper. In February, 1897, Stow and W. F. Ely, the latter of whom had been a silent partner in the Rieg & Smith Printing Company, sold their interests to Frank F. Rieg, a son of J. P. Rieg and brother of John B. Rieg. F. F. Rieg became manager of the Post-Herald and Clifford W. Smith, who had been a reporter since August, 1896, became editor.

In 1897 P. E. Bissell again became interested in Conneaut newspaperdom by establishing the Conneaut Evening News in a wooden frame building at the corner of Main and Broad streets. Three years later the paper was moved to a new brick block, now the News-Herald building, at 180-182 Broad street. Mr. Bissell continued as editor. In January, 1907, C. S. Putnam, then postmaster and financially interested in the Conneaut Printing Company, which had been formed and purchased the News in 1903, engineered a merger with the Post-herald and on January 1, 1907, the first appearance of the Conneaut News-Herald was made. This was a six and eight-page, six column paper. A new eight-page Duplex flat bed press was purchased and on November 23, 1911, the News-Herald became a standard seven-column newspaper, and has continued as such printing four, six, eight and more pages daily as required. With the purchase by the Conneaut Printing Company of the News in 1903, H. T. Culp became business manager and continued in that position several years.

H. A. Armstrong was the first manager and V. V. McNitt the first editor of the News-Herald. Early in 1908 C. A. Rowley became editor and manager. He left in December of that year and on January 1, 1909, was succeeded by W. E. Putnam as manager. On January 14 Mr. Putnam became general manager and Alfred H. Lyons was brought here as editor.

Mr. Lyons left the News-Herald and was succeeded by F. A. Churchill, of Bradford, Pa., who assumed the editorial chair on January 1, 1910. Mr. Churchill was succeeded in turn by Lee C. Thayer, who became managing editor April 27, 1914, and served in that capacity until June 25, 1918, when he left the paper and was succeeded by Clarence E. McManus, who had been connected with the News-Herald for eight years as reporter, sport editor and city editor. On January 8, 1923, Mr. McManus left to enter the editorial room of the Cleveland Plain Dealer and was succeeded by Harry W. Hawke, who had been city editor for a little more than two years. Mr. Hawk remains the present managing editor with W. E. Putnam as editor and manager.

To revert to the old Conneaut Reporter, the last issue of this weekly that had served well the people of this community for 57 years was printed December 24, 1900; the need for a weekly publication having passed with the inauguration of the daily newspaper.

It is worthy of note that, in a strong Republican state, county and city, every newspaper but one founded in Conneaut has upheld the platforms of the Republican party. The various newspapers published in Conneaut have always stood in the front rank among Ashtabula County publications and have been rated on a par with newspapers in the state and country in cities of similar size. The single exception to the Republican newspapers was the Conneaut Advance, established by L. R. Benjamin in about 1913, which led a precarious existence for several years before it suspended. This publication was a sort of Democratic-Socialist organ which never secured a circulation of over a few hundreds. The Advance was first published outside the city and the plant later brought here.

The Geneva Times was given to the residents of Geneva and surroundings as a home paper in 1866, H. H. Thorp being its sponsor and Warren P. Spencer editor. Spencer and Carey A. Vaughn bought it, enlarged the paper and continued publication until 1873, when H. W. Lindergreen purchased the Vaughn interest.

In 1876 a competitor entered the field, the Weekly Free Press. Daniel and Ferdinand Lee and Nathan Hawley conducted it till 1899, when it was sold to J. D. Field. In 1900 Mr. Field ventured into the daily field with the Free Press. In 1901 he purchased the Times and consolidated the two under the head of the Free Press-Times, discontinuing both as weeklies. This paper is now owned and conducted by interests controlled by C. A. Rowley, of the Ashtabula Star-Beacon.

The Jefferson Gazette was founded in 1876, by Daniel Lee & Son. It was purchased in 1883 by E. L. Lampson, who subsequently sold a half-interest to R. D. Lampson. The latter, however, sold his interest back, after a few months. E. C. Lampson, son of E. L., leased the plant and business in 1896, and in 1902 he purchased it outright and has since conducted it, together with R. D. Lampson, who again bought into the business in 1905. On June 1, 1906, the home of the Gazette was destroyed by fire, but the hustling owners did not allow that misfortune to interrupt the publication and the paper was printed elsewhere until a new plant had been installed. In 1909 the Gazette took over the Ashtabula Sentinel, which had been published since 1832. The Gazette is now published tri-weekly by Messrs. E. C. and R. D. Lampson.

In 1852 there was started, in Jefferson, a paper called the Western Reserve Farmer and Dairyman. In the course of time this was absorbed by the Ohio Farmer.

In 1872 the Enterprise came out in Andover, under the ownership of J. S. Morley and D. S. Calkins. The former eventually became sole owner and in a few years publication was suspended.

The Andover Citizen was the next venture in that town, it coming out in 1882, with J. S. Morley again trying his hand in the game. After changing hands several times, it finally came to the ownership of N. G. Richardson, who is still ruling its destinies.

Relative to other papers, we quote the following from the History of the Western Reserve by Harriet Taylor Upton, published in 1910:

"So far as the author knows, the only paper published and edited by women in Ashtabula County was the Plea for the Oppressed. This was short-lived and was issued in the cause of anti-slavery. The talented Betsy Cowles was editor.

"When Virgil P. Kline, of Cleveland, was asked by the author whether he edited a small paper in 1859-60, which was issued from the Gazette office, he replied: 'Yes, I will plead guilty to being one of the boys who, when we were about sixteen years old, published, for a year, what was known as the Young American, at Conneaut. My boy and college companion, now the Hon. O. M. Hall, of Redwing, Minn., was my associate. He continued it for a year after I dropped out, changed its politics and made it a better paper.'

"Mr. Allen, of Conneaut, was one of the most energetic newspaper

men the county has ever had. The credit of founding the Reporter was due to him. At one time he and Mr. Finch issued from the Gazette office The Budget, a daily paper devoted to the troubles in Canada. Mr. Allen used to walk to the Harbor each night to get the news which the vessel the 'Bridget' brought in."

The late William Dean Howells, called the "dean of American writers", was a son of William C. Howells, who came from Hamilton, Ohio, to Ashtabula, in 1852 and purchased an interest with Henry Fassett, in the Ashtabula Sentinel. During the time that the paper was published here, the elder Mr. Howells and his sons, Joseph and William Dean, were all employed on the sheet.

For several years there was published in Ashtabula the American Sanomat, a weekly paper owned and edited by August Edwards and devoted to the interest of the Finnish people of this county.

Charles J. Olds, in 1890, began publication, in Orwell, of the Orwell News-Letter. Four years later it was passed on to ownership of his son, Hal W. Olds, who conducted it for several years and sold it. It was also known for a time as the "Welcome and News-Letter".

For a time Orwell boasted another paper, the Orwell Item, owned and edited by A. R. Woolsey.

Rock Creek has had two weekly papers, the Signal and Banner.

The Kingsville Tribune was published several years prior to 1896, when it was absorbed by the Ashtabula Telegraph.

For a few short months, which seemed long to the management, a paper named the Daily Marine Times was published at Ashtabula Harbor. That was in 1889.

In the early '80s John Eckman started a paper in Ashtabula named the "North Star", but it soon expired for want of nourishment.

The Ashtabula Daily Record had a varied experience. In the summer of 1888 it suspended publication three times within a month.

The Lake Shore Magazine, replete with anecdotes and stories, historical and fictitious, was published from an Ashtabula shop for several months in the '80s, by Prof. M. U. Johnson, but the patronage would not sustain it and it was short lived.

The latest paper in the county field of journalism is the Poultry and Dairy Times, which was started in 1924 by C. L. Young, at Rock Creek Station.

CHAPTER X.

A COUNTY OF RESORTS.

LAKE VIEW PARK—TARRY-A-WHILE—CAMP PORTER—OVERLOOK BEACH—KINGS-VILLE-ON-THE-LAKE—WHITMAN'S CREEK—CAMP WHITNEY—LAKE SHORE PARK—CLIFTON BEACH—WOODLAND PARK—PEARL CAMP AND ELKS' CLUB—BELL HAVEN—COUNTRY CLUB—RED BROOK—HALLWOOD—BILLOW BEACH—EAST GENEVA-ON-THE-LAKE—SAYBROOK TOWNSHIP PARK—NINEVAH BEACH—GENEVA-ON-THE-LAKE—CHESTNUT GROVE—TRAIL'S END—COLD SPRINGS—CITY ADVANTAGES—BOULEVARD ROAD.

Ashtabula County's "front yard", old Lake Erie, is its chief attraction and visitors come hundreds of miles to enjoy the boating, bathing, fishing and invigorating atmosphere, not to mention the wonderful view that may be had on any clear day of the wide expanse of water dotted here and there with great ships of modern structure and design.

Lakeview Park.—The shore from east to west is one continuous succession of summer cottages, summer hotels, and public resorts of every description. Beginning at the east border of the county the first big resort is Lakeview Park, in Conneaut, which was cleared and improved as far back as 1879 by private interests that foresaw the demand of later years for a place where the public could go and feel at home. O. W. Germond, who was for a long time the proprietor, was a genial host and made the visitors feel that they were welcome. In the course of years, as the park's popularity grew, a nice hotel was erected and other attractions in way of amusement features added, and the permanence of its popularity was soon established. Unlike some of its successors, Lakeview Park is not a camping resort, but immediately adjacent thereto, on the west, the cottages start and line up almost solidly for several miles along the shore.

Tarry-A-While.—The above inviting title was given to about the first summer colony established on the shore in Conneaut Township. It was a

great attraction for many years and formed the nucleus of a little village of cottages along the edge of the cliff just west of Lakeview Park.

Camp Porter.—A most praiseworthy institution is Camp Porter, established by the Pittsburgh Y. M. C. A., situated on the lake four miles from Conneaut, where hundreds of city boys congregate every summer for recreation. This camp is described very aptly by the following, taken from the Conneaut News-Herald of July 31, 1922:

"This institution is now in its second year, and has already been classed on a par with Camp Dudley, the New York State Y. M. C. A. camp, which has been called the finest in America, for a number of years, as regards site, equipment, leaders and organization. Camp Porter comprises sixty-five acres of ground, including twenty acres of wooded territory, along the lake front four miles from the city limits. It has been equipped with all conveniences, with appurtenances necessary to insure such an institution being an unqualified success. It has every feature that any of the camps in the country have, including 1,000 feet of bathing-beach, second to none. In addition, it has one feature that is exclusive with Camp Porter, a nine-hole golf course, the only one connected with a boys' camp in the country. The ground buildings include the headquarters and office building, a store-room and mess hall. Besides use of the beach, the boys have their permanent base-ball diamond, foot-ball gridiron, volley-ball, basket-ball and quoit courts. The boys come and go in groups of 150, throughout the summer, and most of the number taken care of the first year are candidates to come back. Not only the boys and the young men who find the place a great summer recreational center, but the leaders and "Y" officials are enthusiastic in praise of Camp Porter, which has already meant an investment of \$35,000."

Overlook Beach.—On the shore north of Amboy is Overlook Beach, one of the newest of lake-front colonies, that was opened in the summer of 1923 and has at this writing a dozen or more cottages and many more to be built another season.

Kingsville-on-the-Lake.—One of the earliest clusters of cottages for summer occupancy was that established at the end of the north-and-south road leading from the Lake road southward through the Kingsvilles. Residents of the two villages started it many years ago and it proved the need

of ready accommodations for the use of inlanders who wished to enjoy a few days or weeks in retirement on the shore of the lake.

Whitman's Creek.—A short distance west of the resort mentioned in the preceding paragraph, Whitman's Creek runs down to the lake and at its mouth many years ago piers were constructed and the mouth of the stream was made into a small harbor, principally used by fishing-boats. The piers occasioned the making of a wide and attractive beach, which, backed up with trees that afforded desired shade, made a very attractive place and it has for many years been a favorite resort for picnickers, but never as a camping ground, excepting by tents.

Camp Whitney.—Next to the westward is found the summer resort for tubercular children of the county, Camp Whitney. This place was established in the summer of 1921, by the Ashtabula Health League, which was organized ten years ago in the interest of the public health. Three years ago, the county health commissioners called attention of the League to the undernourished condition of many children of the county rural schools, and asked the League to furnish a fresh-air camp. The matter was taken up and acted upon at once. Equipment was ordered and a site selected on the bank of the lake on Miss Julia Harmon's property, and thirty children, running in ages from six to ten years, were given a ten-weeks' outing. The demand was so great the second year, that the season was divided into five-week sessions and 60 children were thus accommodated, as the capacity of the camp will accommodate but 30 at a time. The same system was followed this year.

The children are given health education, lessons in diet, and plenty of healthful exercise, teachers being in constant attendance. In the morning there are "setting up" exercises, then breakfast and the flag-raising. They are given all they want to eat and plenty of milk. They consume from 60 to 75 quarts of milk a day. The results thus far have been very gratifying to those who have the work in charge. The children show an average increase in weight during their five-weeks' stay of five to six pounds, and the exercises given serve to greatly increase the chest measurement of each.

The camp was wrecked by the cyclone of the present summer, which struck it just before the children were to have taken possession. It cost considerable to replace the equipment, but the average expense of running

the establishment through a season is about \$2,700. All the money derived from the sale of Christmas seals which are furnished by the National Tuberculosis Association goes into the funds for support of the camp. There have also been some very generous donations. The officers of the Ashtabula County Public Health League are Capt. E. O. Whitney, Ashtabula, president; Mrs. Mary Mayberry, Conneaut, vice-president; Dr. Mary Miller-Battels, Ashtabula, secretary; A. N. Loomis, Jefferson, treasurer.

Lake Shore Park.—Next west of the above described camp is Lake Shore Park, description of which is given in the article on the Ashtabula Township Park Commission. The free camping site for tourists is adjacent to the park. The Lake Shore Park Hotel, which was formerly the Lake Shore Club, occupies an eminence overlooking the lake just above the park pavilion. This hostelry was opened to the public the present season by E. L. King, after being rebuilt and enlarged.

Clifton Beach.—This is a new colony embracing twenty or thirty cottages, several of which are year-round residences. It is situated on the high bank of the lake just west of Lake Shore Park.

Woodland Park.—This is probably the oldest public park on the lake shore in this section, and the only regular amusement park between Cleveland and Erie. It is adjoining Clifton Beach on the west and occupies what was known in early days as "Hannah's Hill". It was opened as a park in the summer of 1884 by J. D. Hulbert and M. L. Rice, who conducted it some years. It has changed hands several times, but has for the past thirty years or more belonged to the Woodland Beach Park Company, which is composed of several officers of the P. & L. E. and New York Central Railroad Companies. L. A. Robison, of New York, is president. The company maintains a trolley line between the park and the Harbor, which is probably the shortest electric line in the country, it being about a half-mile long. This is operated only during the months that the park is open. The park offers all the customary attractions to be found at any big amusement park. The New York Central has a spur track to the park entrance and during the summer months several excursions from the south are brought in each week.

Pearl Camp and Elks' Club.—West of Ashtabula Harbor, the first summer colony is at Pearl Camp, which boasts several cottages owned and

occupied each summer by Cleveland parties. It was named for Pearl Lodge, Knights of Pythias, of that city, as the owners are members of that organization.

The Elks' Club is next and embraces a neat and commodious clubhouse, with attractive surroundings and a splendid bathing beach.

Bell Haven.—Just west of the Elks' Club is Belle Haven, a cluster of cottages that are in great demand during the camping season, owing to their splendid location and attractive surroundings.

Country Club.—A short distance farther west is the home of the Ashtabula Country Club, with its new golf course and modern clubhouse just opened this year. Adjacent to the club are a number of the finest country homes along the lake in this section and many cottages are already built or planned.

Red Brook.—Next comes another of the old and always popular resorts, Red Brook, which was first opened in 1879 as a public resort on all days excepting Sundays. Its attractiveness appealed to the fancy of a lot of Ashtabula men who had visited the place and could foresee the possibilities of future years, and, in 1884, these men rented the property for five years, with the privilege of ten, and they proceeded to improve it and convert it into a real resort, but not for the public. They platted it into thirty lots, which were at once taken by as many individuals and that season about a dozen cottages were built and occupied by Ashtabula families. Later the Red Brook Company was organized and purchased the property and it has ever been a place of great activity during camping seasons. They had their own gas well for a number of years, also running water gravitating from a high tank, into which it was pumped from the lake. Many of the cottage owners and their visiting friends, who were always numerous, did not care to do their own cooking, so Mills & Baldwin built a hotel adjacent to the park, which was successfully conducted for many years, and about it many more cottages were erected. The greater number of Red Brook cottages have been bought by residents of Pittsburgh, or other cities inland, and only a few of the pioneers are now to be found there.

Hallwood.—Just over the fence from Red Brook is Hallwood, which is a striking illustration of what possibilities there are in the lands along the lake shore. Three years ago this property was a veritable jungle



ORE BOAT PASSING THROUGH SWING BRIDGE, ASHTABULA HARBOR



FRESH AIR CAMP WHITNEY, NEAR ASHTABULA

overgrown for many years with a tangle of vines and bushes which looked from the road to be almost impenetrable. Today it is entirely cleared up and graded and there are a score of nice cottages, all owned by individual families who built them for their own summer homes.

Billow Beach.—Nine years ago the next property west of Hallwood was purchased and laid out in lots which found a ready sale and there are now 27 cottages and a store, which latter is doing a good business through the patronage from residents of the surrounding resorts.

East Geneva-on-the-Lake.—Almost opposite Billow Beach, south of the Lake road, is a new colony named East Geneva-on-the-Lake. Why it was given that title is known only to the promoting company and it is a source of wonder, for it is several miles from Geneva-on-the-Lake, and in Saybrook Township. A number of lots have been sold and cottages built and it is quite a lively little settlement during the summertime.

Saybrook Township Park.—One of the popular public resorts of this section is Saybrook Township Park, which was opened a few years ago and improved by the township trustees on the bluff overlooking the lake about a mile west of Red Brook. There are bath-houses, a little store and a dining pavilion; also a concrete pier well out into the water, the presence of which serves to the formation of a splendid beach of fine sand, and just right for bathing and boating.

Nineveh Beach.—This is a private resort on the Harley farm, a mile farther west. It had its beginning many years ago when Mr. Harley constructed a couple of cottages on the bank of the lake for renting purposes. They were in such demand that more followed. For the first few years they were tenanted mostly by relatives of the family, but of late others have been taken in, and the watchful care of "Aunt Fanny" Harley, and her efforts to make her tenants feel at home, is dear to a great number of persons. The cottagers enjoyed the novelty one summer of waking up one summer morning and finding two large vessels driven ashore right on their beach. The waves had sent them so far in that, next day when the storm had subsided, one could walk on the sand to the side of one of the boats.

Geneva-on-the-Lake.—Of all the summer resorts on the south shore of Lake Erie, there is none more popular than Geneva-on-the-Lake, in the

township of Geneva. Here are all the attractions of a typical resort, and in the height of the season its transitory population runs into the thousands. The editor is indebted to Roy H. Gee for the following sketch:

"The many people from Ohio and Pennsylvania cities who flock to Geneva-on-the-Lake during the summer do not stop to give thought as to how that resort had its beginning. Furthermore, it is doubtful whether any one in this county, except, perhaps, a few old settlers, really know anything about the origin of one of Ohio's most popular vacation spots. From Lewis C. Spencer, now of Anaheim, Cal., but formerly owner and proprietor of Sturgeon Point House and old Spencerian Hall, the following facts were gleaned by the writer:

"Mr. Spencer said: 'My grandfather, Harvey S. Spencer, one day hooked three sturgeon off what was known for years afterward as "Sturgeon Point". (Today the same location is known as Mapleton Beach, a private allotment owned by various cottagers.) This was done with what they called a boat-hook. Because of catching the sturgeon in this manner, my grandfather named the place Sturgeon Point. My ancestor cleared 60 acres of land next west of the Point, starting about 1820. He lived there for many years and owned the farm up to the time of his death. His son, Cullen M. Spencer (my father), bought the farm in 1870, and he also lived there until his death. In 1868, Father and Edwin Pratt rented Sturgeon Point, and on July 4, 1869, they opened it up to the public as a summer resort. They operated the place for 17 years, after which W. P. Spencer bought Mr. Pratt's half interest, which, at his death, was sold to Warren E. and myself. The building of cottages that formed the nucleus of this now great resort was started by the late Judge J. P. Cadwell and the present Judge B. F. Perry, of Jefferson. I believe that C. M. Spencer's folks and Nelson Warner's folks kept the first city boarders.' "

Chestnut Grove.—For attractive surroundings, Chestnut Grove, a half mile west of Geneva-on-the-Lake, has any resort in the county beaten. This place was popular as a rival to Sturgeon Point, a half century ago, and, though its popularity waned for a few years after Geneva-on-the-Lake became a rage, it is today taking its place among the leading resorts of the shore. It occupies a grove of stately trees, flanked on the front by the lake and on the west side bordered by Cowles Creek, which empties into the lake at that point. Usually the outlet is stopped by the beach and the water backs up and covers a considerable territory, forming a lake,

where boating and fishing are enjoyed. There are numerous cottages in the park, built in among the trees, and on any pleasant summer Sunday picnickers flock to this grove by thousands.

Trail's End.—On the next eminence west of Cowles Creek outlet is the site of the annual encampment of Boy Scouts from Ashtabula and Geneva, the place being known as "Trail's End". Scoutmasters are assigned to remain in the camp and look after the welfare of the boys and train them in military tactics and physical stunts. They have a regular daily program that is followed out to the letter, and every boy who is privileged to enjoy the advantages of this camp must obey the scoutmaster and the rules of the camp. Many boys are here given free outings that are a great aid to their physical and moral welfare, and the training and discipline help to fit them for activities of later life.

Cold Springs.—Ashtabula County's summer resorts are not all on the lake. Grand River, which courses its way through the county, affords an almost continuous succession of beauty spots, and its banks, in sections, are becoming sites for numerous cottages. Cold Springs has for many years been the principal attraction of the interior. It is situated about three miles south from Austinburg. Orlando Payne, who came to be familiarly and affectionately known as "Dad" Payne, was the original promoter of the resort. Out from the side of the river bank, about 30 feet from the water at normal tide, flow two voluminous springs of cold water. Mr. Payne conceived the idea of commercializing this gift of nature, and following it up, he built two or three cottages and a service building which served the purpose of office, store, refreshment pavilion and dancing hall. Then he let it be known that "Cold Springs" was open to the public and the popularity of the place grew surprisingly. Grand River always afforded good fishing, and Mr. Payne bought a fleet of skiffs and tackle for use of the anglers. As an added attraction, Clayton L. Payne, in 1901, hired George Mason & Son, of Geneva, to build a neat little steamer, to be used to run excursions up and down the river from Cold Springs, the stream being navigable for a distance of about nine miles. This steamer was a big attraction. It was 30 feet long, with 7-foot beam, and a staunch craft. After "Dad" Payne's death and the resort had passed to other hands, the steamer was transported to a little inland lake some miles away. The Cold Springs resort is now the property of Cleveland Girl Scouts, who, it

is said, sold doughnuts to start the fund for its purchase. It is a lively place throughout the summer seasons.

Associated with Orlando Payne, for a time, were his sons, Carl and Rufus. The latter went farther up the river and purchased a resort that was named "River Glen", where he built a hotel and several cottages, but it did not prove a paying venture. Carl, after Cold Springs was sold, was prospecting, a couple of miles up the river, and found another spring. He bought the land, cleared the spring and started a new resort, where he has built several cottages and a pavilion, and hopes to make a successful outing spot.

Cleveland promoters have recently purchased two miles of Grand River frontage in Austinburg and it is being platted to be put on the market. There are at this writing 12 cottages in course of construction in that section, and many more are said to be in contemplation.

City Advantages.—All the comforts of home (or nearly so) are enjoyed by tenants of the cottages along the shore west of Ashtabula, as the service of Ashtabula water, electric lights and gas has been extended as far as Geneva-on-the-Lake, and is available at every resort or house on the route.

Boulevard Road.—A project which it is expected will be worked out in years of the near future is the boulevarding of the Lake road from Red Brook to Geneva-on-the-Lake. The present right-of-way is 60 feet wide, and it is proposed to make it 80 feet wide and pave it. Many property owners along the route specified have expressed a willingness to donate the necessary land for widening the road. The east end of this improvement will be the intersection of the Lake road and the Center road, which latter is the direct road south to Warren and is the route traversed by the thousands of persons from the Pittsburgh and Youngstown district who come to the lake every summer to sojourn.

CHAPTER XI.

FORMER RESIDENTS.

BENJAMIN F. WADE—JOSHUA R. GIDDINGS—GEORGE E. POWER—THEODORE E. BURTON—GRANVILLE W. MOONEY—PETER H. WATSON—GEO. A. J. SAMPSON—MAJ. GEN. ADNA R. CHAFFEE—DR. ARTHUR C. MCGIFFERT—ROBERT G. INGERSOLL—VAN SWERINGEN BROTHERS—JUDGE FLORENCE ALLEN—AND OTHERS.

Many celebrated men of past and present years spent more or less of their lives, and especially their boyhood years, in Old Ashtabula County. Limitation as to space prevents more than a passing review of those who have gone forth from this county and found fame and fortune.

First and most noted, perhaps, were Jefferson's two old "War Horses", Benjamin F. Wade and Joshua R. Giddings, whose unflinching stand for the abolishment of slavery made them the most loved and most hated men of their time. Wade's son, Gen. James F., who died in recent years, spent his entire adult life in the United States Army service, and his son, James, is following in his footsteps.

Benjamin F. Wade and Joshua R. Giddings, although not natives of Ashtabula County, spent nearly the whole of their lives in this commonwealth and were closely associated with each other. From a little law office in the village of Jefferson went these two men to the seats of government of the state and nation, and there stuck so unalterably to their ideas of right and wrong that they eventually came to be known as among the great men of this blessed country. Their influence in one particular direction spread over the county, the state and the nation, sowing seed that grew and thrived until these United States were freed of one of the great curses of humanity.

Wade and Giddings grew up under similar surroundings in the days when Ashtabula County was practically all rural. Their acquirement of

education was under almost identical conditions, and in the year 1831, both then being in Jefferson, they cast their lots together and opened a lawyers' office in that town, in which they continued practice until they were called to serve the people in a more general way in the seats of the lawmakers.

James Wade came with his family to Andover in the year 1821 and located on a farm. One of his helpers was his son, Benjamin, more frequently called Frank, a strapping youngster who had made the most of his opportunities to acquire knowledge and who had just reached his majority. During the first two summers in this county he aided his father in clearing land, and in the winters taught school. He entered the law office of Elisha Whittlesey, in Canfield, and in 1827 was admitted to the bar, at Jefferson, in which town he put out his shingle and soon made a name for himself. He was elected county prosecutor in 1835, and in 1837 was elected to the State Senate. At the expiration of his term he was renominated, but his pronounced attitude on the slavery question, which he had made known at every opportunity, had the influence of defeating him. However, in 1841, he was again elected, but resigned. He was re-elected in 1842 and accepted. In 1847 the State Legislature elected Mr. Wade presiding judge for the Third Judicial District, embracing Ash-tabula, Trumbull, Summit, Portage and Mahoning Counties. On March 15, 1851, he was elected to the United States Senate. Then followed a life of great activity and the occurrence of important events. During his first term in the Ohio State Senate, the Kentucky commissioners came before that body to secure the passage of a more stringent fugitive slave law. Wade was one of but five men in the Senate who opposed the measure, and in voicing his opposition and detestation he made a speech that still stands on record as one of the most emphatic and eloquent ever heard on that floor. In his subsequent service in that body, Senator Wade never lost an opportunity to express his feelings, and when he went to Washington, it was well known what ground he would stand on.

In the national Senate Mr. Wade soon came into prominence and to be regarded as a leader in Congress. He was one of the three leading opponents to a bill that sought to perpetuate slavery by prohibiting its abolition. Wade was unreservedly opposed to any manner of compromise on the slavery question and favored the confiscation of slave property. At a called session of Congress, after it became apparent that there must be war before differences between the North and the South could be settled,

Senator Wade was appointed chairman of the committee named for the purpose of directing the conduct of the imminent struggle.

When President Lincoln was assassinated, Mr. Wade was president of the Senate and therefore became acting Vice-President of the United States. In 1871 he was appointed on the commission sent to Santo Domingo on investigation and to make recommendations on a proposition for the United States to acquire that island. Later he was sent to investigate and report on the construction of the Union Pacific Railroad. In 1861, when the call for troops was made, Senator Wade addressed a mass meeting in Jefferson to urge men to the service for humanity, and then put his own name at the top of the volunteer list. A company was soon organized at the county seat, but they were never called.

In 1869 Mr. Wade retired from the United States Senate, and thereafter remained a highly respected citizen of Jefferson. In 1875 he took an active part in the Hayes canvass, and in 1876 was delegate from the Seventeenth Congressional District to the national Republican convention and helped nominate Mr. Hayes for the presidency. He was also one of the presidential electors for the state at large, and cast the vote of Ohio for Hayes. Mr. Wade died at his home in Jefferson on March 2, 1878.

Joshua R. Giddings, when a lad of 11 years, came to Wayne with his parents, in a "prairie schooner", from the East in 1806. He assisted his parents in the making of their new home in the wilderness, and grew and waxed strong on the farm. He early became an expert in woodcraft and shared all the vicissitudes of the pioneer life. He joined Colonel Hayes' regiment and did valiant service in the War of 1812.

Young Giddings had a tireless hunger for knowledge and aspirations to some day become a lawyer. He improved every possible opportunity to learn and at the age of 19 taught school, and later confided to a friend that he learned as much as his pupils did during that term. At the age of 23 he began the study of law in the office of Elisha Whittlesey, in Canfield, and in 1821 he was admitted to the bar. He opened a barrister's office in Jefferson, where he soon took a conspicuous part in legal affairs and earned for himself wide publicity as an able lawyer.

In 1826 Mr. Giddings was elected a state representative, and at once became prominent therein, but the following year he declined a re-election. Upon the resignation of Elisha Whittlesey, in 1839, Mr. Giddings was elected to fill the vacancy in the Twenty-fifth Congress, and he sat in the

House until the end of the thirty-fifth session. Very early in his career in the House of Representatives, Mr. Giddings made known that he was unalterably an enemy to the practice of slavery, and he improved every opportunity to use his influence against that evil. Throughout his tenure of office, Mr. Giddings was one of the most conspicuous figures among the great lawmakers. Because of his attitude on the subject of slavery, he was very unpopular with a great many of the congressmen who did not view matters in his light, and on one occasion, during a stormy session in consideration of certain slave laws, the abolitionist from Ohio was censured by a majority vote of the body, and he resigned and went to his home in Jefferson. At the next election he was re-elected and sent back to Washington, and subsequently he undoubtedly received more personal abuse than was ever accorded any other man by members of the United States Legislature, but he stuck to his colors, never flinched in the performance of what he considered his duty to himself and humanity, and in the end had the measureless satisfaction of seeing himself and his policies vindicated by the decision brought about through the cruel war that had to be fought before the question could be settled.

After his retirement from Congress, Mr. Giddings devoted himself to the writing of a book entitled "History of the Rebellion, Its Authors and Causes", which was published in 1864. He had spent twenty-one consecutive years as representative of his district in the national Congress, which was a most remarkable career in many ways.

In 1861 President Lincoln proffered the position of consul-general to Canada to Mr. Giddings, which was accepted and the position ably filled until his death, which occurred in Montreal, on May 27, 1864, from heart failure.

George E. Tower was a mechanic in Ashtabula when he passed the examination for engineer in the navy. He rose to the office of chief engineer of the Navy.

Carl Calkins, James Reed III and Frank Watrous, all Ashtabula boys, attained prominence in naval circles. Calkins was a commander of warships, Reed is a captain, and Watrous paymaster.

Theodore E. Burton, congressman and senator, member of the International Debt Funding Commission and temporary chairman of the Republican national convention in 1924, was born in Jefferson.

Granville W. Mooney, of Austinburg, at the age of 39, was known as

the "Giant" speaker of the House of Representatives in this state. He stands 6 feet 3 inches in height and weighs around 250 pounds. He was later engaged in prominent positions in Washington and New York.

Peter H. Watson, one of the early prominent residents of Ashtabula, was assistant secretary of war, under Secretary Stanton, and his home in Ashtabula, which was later for years the Hotel James, and is now the Smith Home for Aged Women, was the scene of many momentous conferences during the Civil War. He was also president of the Erie Railway.

Gen. A. J. Sampson, of Austinburg, was envoy extraordinary to Ecuador, Peru, for the United States government. Upon his return home he wore a hat worth four times its weight in gold—a straw that cost \$125.

Maj.-Gen. Adnah R. Chaffee, the "Hero of El Caney", commander-in-chief of the American army, commander of the United States Army in China at the taking of Peking, commander of the American forces in the Philippines and governor-general of the Philippines, was a native of Orwell.

Dr. Arthur C. McGiffert, author, preacher and prominent educator in the East, was a son of the Rev. J. N. McGiffert and spent his boyhood in Ashtabula.

The famous infidel Robert G. Ingersoll's father was the first regular minister of the First Presbyterian Church in Ashtabula, in which city "Bobby" spent a portion of his schooldays.

Dr. Walter Edwin Peck, son of C. E. Peck of Ashtabula, who carries degrees from Oxford University, has become quite noted in the world of literature.

William Dean Howells, called the "Dean of American Literature", started life in an Ashtabula newspaper office. His father lived in Jefferson.

Albion W. Tourgee, a noted author of his day, was raised in Kingsville.

J. A. Howells, of Jefferson, was a United States consul abroad.

Ralph Driscoll, of Ashtabula, is United States vice-consul in England.

Congressman Paul Howland, prominent Cleveland lawyer, was also a Jefferson boy.

The VanSweringen Brothers, of Cleveland, who have recently become powerful factors in railroad circles, were from a Geneva Township farm.

Morrison I. Swift, philosopher, economist and some years ago notorious as the "Leader of the Army of Unemployed", was a son of an Ashtabula druggist and worked in his father's store when a boy.

Clarence S. Darrow, the famous Chicago criminal lawyer, was city solicitor of Ashtabula in 1885.

Among other young men who started from Ashtabula County are: Chester H. Aldrich, former Governor of Nebraska; former Governor Jesse F. McDonald, of Colorado; former Congressman S. A. Northway, former Congressman Osse M. Hall, of Minnesota; Robert H. Finch, former mayor of Toledo; Virgil P. Kline, for some years attorney for the Standard Oil Company; Edwin Cowles, pioneer editor of the Cleveland Leader; Erie C. Hopwood, the present editor of the Cleveland Plain Dealer; W. C. Howells, Columbus and political correspondent for that paper; Andrew C. Tombes, one of the leading comedians of the American stage of today.

Ashtabula County was the home of three of the greatest penmen of all time. Platt R. Spencer, the man who conceived the Spencerian system of penmanship, came into the county when five years of age and spent a long and useful life here. Mr. Spencer spent his last years in Geneva.

Victor M. Rice, a pupil and associate of Mr. Spencer, later went East and became superintendent of public instruction in the State of New York.

H. W. Shaylor, a native of Ashtabula, was one of the most expert penmen of his day. He gained prominence through execution of an artistic, free-hand design for a family record, drawn on a card 18 by 21 inches, which he made to sell at \$2.50. He had it copyrighted, and, in 1871, he sold his right for \$5,000 cash. For a great many years Mr. Shaylor was supervisor of penmanship in the public schools of Portland, Maine, where he is now a retired resident.

Albert Gaskell, of Richmond Township, was another noted scribe. He furnished the copy and instruction in penmanship used in Gately's Universal Educator, and was the author of Gaskell's Compendium of Writing, a work that was once prominent in educational circles. He was drowned in a small stream near his home.

Ashtabula County celebrities were not confined to the sterner sex, for several women come in for a share in the honors.

The first one to become widely known was Miss Betsy Cowles, of Austinburg, whose activities in the cause of freedom and anti-slavery made her famous. She was also renowned as an educator.

Mrs. Hannah B. Sperry, whose husband was editor of an Ashtabula paper, was at one time president of the Woman's National Press Association. She was the first organist that played in the township of Dorset,

her girlhood home. Her last years were spent in Washington, D. C., where she died in 1823.

Elizabeth Stiles, daughter of "Corker" Brown, of Ashtabula, was living in the West at the time of the Civil War. She saw her husband murdered by the notorious guerilla band captained by one Quantrell, and soon afterward offered her services to the Federal army, which she served most effectively as a spy, so long as her services were needed.

Edith M. Thomas, of Geneva, became noted as a poetess.

Rosetta L. Gilchrist, an Ashtabula physician, even as a child developed ability as a writer and in mature years was author of several books, one of which, in particular, "Apples of Sodom", created a great sensation.

Judge Florence Allen, of the Supreme Court of Ohio, is a grand daughter of the late Professor Tuckerman, a noted educator of this county. She is a noted peace advocate, was a prominent attorney in Cleveland and made a rapid rise from a position in the office of the prosecuting attorney to a circuit judgeship and on up to her present position.

Miss Clara Ward, whose childhood was spent in Conneaut, probably gained the widest notoriety of any of the county's celebrities. When a young woman she was taken abroad by her mother. She married the Prince De Chimay, of Italy, and later created a world-wide sensation by eloping with a Gipsy violinist named Rigo.

CHAPTER XII.

ASHTABULA TOWNSHIP.

FORMATION—FIRST SETTLERS—REV. JOHN HALL—EARLY DAY CONDITIONS—HOSPITALITY—LOG CABIN RAISING—ASHTABULA CITY—MOSES CLEAVELAND—THOMAS HAMILTON—NUCLEUS FOR NEW VILLAGE—CHURCHES—FIRST SCHOOLS—ST. PETER'S PAROCHIAL—ASHTABULA ACADEMY—THE COMING OF THE FIRST RAILROAD—TRIBULATIONS OF THE FIRST FAMILY—CITY STREET CAR LINES—TOWNSHIP PARK COMMISSION—PUBLIC LIBRARY—PROPORTIONAL REPRESENTATION.

Formation.—Township No. 12, in Range No. 3, of Ashtabula County, was passed from the possession of the Connecticut Land Company to the ownership of Nehemiah Hubbard, Esq., and fractional township No. 13, the west part, to Nehemiah Hubbard, the next east to Uriel Holmes, next to a company called the "Erie Company", and the eastern part to Gen. Gideon Granger. The next step toward bringing the lands of these several owners into the market was to survey them into lots. Township No. 12 was divided into 200-acre lots, that is lots 200 rods long from west to east and 160 rods wide from north to south. Township No. 12 was surveyed by Caleb Palmer in 1803. No. 13 was divided into lots and tracts of unequal dimensions. In May, 1801, the State of Connecticut ceded to the United States her jurisdictional claims over the Western Reserve, and in November, 1802, when the Constitution of Ohio was adopted and she became one of the states of the Federal Union, these townships composed a part of Trumbull County. In 1805 they were included in the northern section of Trumbull, set aside as Geauga County, and in the organization of townships Nos. 12 and 13 were a part of Richland County. The commissioners of Geauga County called a meeting to be held at the home of Capt. Walter Fobes, on April 4, 1808, on which occasion the township of Ashtabula, including the western part of Monroe and the whole of Kingsville, Plymouth and Ashtabula, was organized. The residents of the terri-

tory included in the organization set forth with guns and dogs, almost to a man, to attend the meeting, and made the day one of jollification over the prospects of having a little commonwealth of their own.

The organization resulted in the election of the following officers: Clerk, Roger Nettleton; trustees, Roger Nettleton, Israel Harrington and William Perine; overseers of the poor, Henry Gillman and Gideon Leet; appraisers, Matthew Hubbard and Thomas Harrington; fence viewers, Walter Fobes and Gideon Leet; supervisors of highways, Joseph Kerr, Gideon Leet, Zachariah Olmstead, Elijah Lewis and Hiram Blackman; constables, John Dillingham and Joseph Rockwell; treasurer, Zachariah Olmstead.

The borough of Ashtabula, on the west side of the river, was incorporated as a village on February 28, 1831, and as a city in 1892. In 1850 there were 801 residents. In 1855 a census taken by order of the mayor showed a population of 1,216, in 1868 1,936; in 1870 they had grown to nearly 2,000; in the next decade it more than doubled, showing 4,444 on 1880, and nearly doubled again to 8,333 in 1890; in 1900, 12,949; 1910, 18,266; 1920, 22,082, and estimate based on school enumeration in 1924 places the population at over 25,000. The population of the county, by the official United States census of 1920, was 65,545, thus it will be seen that more than one-third of the residents of Ashtabula County were within the city of Ashtabula.

In 1838 that part of No. 12 that is bounded on the north by Ashtabula Creek, Hubbard Run and the road running west on the north line of lot No. 34, etc., to Saybrook line, was separated from Ashtabula and organized into the township of Plymouth.

First Settlers.—The Rev. John Hall, who was for a long time a resident here and for several years rector of St. Peter's Church, wrote a series of historical sketches in the year 1856 relative to Ashtabula as a township and village, from which much of the following information is taken. Introducing himself, the writer stated that he came from Massachusetts and arrived in Ashtabula on Feb. 7, 1811. Regarding the first settlers—the men who braved the dangers of the unbroken country to pave the way for the new Western country—Mr. Hall made the following brief individual mention:

“The writer, upon arrival, found settled here the Rev. Joseph Badger, the first minister of religion ever located in this township; Mr. Hall Smith,

the first merchant; Matthew Hubbard, Esq., the first permanent settler and the land agent of Nehemiah Hubbard, Esq., for selling his extensive lands in this and several other counties. Mr. Smith had been a trader with the Indians and early white settlers in the Western Reserve and the Fire Lands, and at this time was one of the only two merchants on an area of 40 by 60 miles, I found the country in a very wild state. In this township there was not more, I think, than one farm which yielded an entire sufficiency of food for its tenants, and pasturage and fodder for their cattle. The following exhibits the population in February, 1811, on the several roads, beginning on the South Ridge road at the Saybrook lines:

John Perrine, born in New York and emigrated to Ashtabula in 1804; farmer; served in capacity of surveyor and magistrate; gets a scant but honest living.

Joseph Kerr, born in Pennsylvania; came here in 1804; farmer and shoemaker; his wife bore the first white child born in Ashtabula, a male; N. Hubbard, Esq., presented her with \$50. Kerr was a good man and beloved by all.

Seth Thayer, born in Connecticut; emigrated to Ashtabula in 1806; farmer and sailor; intelligent, poor, honest and beloved.

Nathan Strong, born in Connecticut; emigrated in 1809; farmer and employed labor; wealthy and paid his debts; daughter kept house for him.

Matthew Hubbard, born in Connecticut; came here from New York in 1804; had large family of small children; farmer, land agent and surveyor; one of the principal business men; public-spirited, liberal and helpful to the poor; himself and wife were hospitable and kind to strangers and way-worn travelers.

William Jones, born in Connecticut and came to Ashtabula in 1808; farmer, mechanic and artificer in wood.

John R. Read, born in Connecticut; came in 1808; farmer, boot and shoe maker, tanner and currier; served in capacity of surveyor. He tries to live.

William Starr, born in Connecticut; came in 1808; was out of his element—the city and ocean; gets a poor living by help of friends in Connecticut; good-hearted and shiftless.

North Ridge road, beginning at the Saybrook line:

Jabez Strong, born in Connecticut; came here in 1809; single, hard worker and industrious. Sometimes worked as wheelwright.

Nathan Strong, born in Connecticut; came to Ashtabula in 1809; farmer and employed workmen; had a smart wife; lived well; they were noted for their hospitality; he always paid his debts.

Enoch Fuller, born in New York and came to Austinburg in 1807; poor man and worked for Hall Smith, clearing land.

Hall Smith, born in Massachusetts and came to Ashtabula, then Austinburg, in 1809. Had a new farm clearing; employed many laborers and was a public benefactor; charitable to the poor and paid most for preaching.

Peleg Sweet, born in Rhode Island and came to Ashtabula in 1807. Had a family; was a shoemaker, tanner and tavern keeper, after the fashion of the times, but sold too much whisky. Lived well; was wealthy.

Abner Gage, born in New Hampshire and came here in 1810. Engaged in clearing farm; industrious family; respectable.

Hasadiah Smith, born in New Hampshire and emigrated to Ashtabula in 1810. Clearing a new farm and preparing to keep tavern.

Zach. Woodbury, born in New Hampshire and came to Ashtabula in 1810. Engaged in clearing farm.

Ebenezer Duty, native of New Hampshire; came West in 1808; worked new farm; was brickmaker, bricklayer and pettifogger.

Enoch Stevens, born New Hampshire; came here in 1810; lived on farm that was partly improved by John Dillingham; boot and shoe maker, brick maker and layer; smart, pleasant man.

William Woodbury, born New Hampshire; came here in 1810; lived on new farm; made chairs, bedsteads, spinning wheels, etc.

Edmund Blood, New Hampshire; 1810; worked new farm; artificer in wood and a mechanic.

David Henry, New Hampshire; here 1810; worked new farm; also a stonemason.

Nathan Blood, New Hampshire; 1810; worked farm; skillful carpenter and joiner.

Residing on road from South Ridge along the west bank of the Ashtabula toward Lake Erie:

Amos Fisk, born in Massachusetts and came to Ashtabula from Pennsylvania in 1810; farmer and salt trader; had the old Gilman grist mill, the first built in Ashtabula.

John N. Murray, born in Ireland; came from New York in 1809; kept school, worked out, etc.

Benjamin Naper, born in New York; came here in 1809; worked out and sailed on the lake.

James McDaniels, born in Maine; came in 1808; was chief laborer among those who cleared land for themselves and others. Was useful man.

Rev. J. Badger (see more extended personal sketch).

John Hall, born in Massachusetts; came here in 1811; young man; Hall Smith's clerk; schoolmaster.

Purchas Sawins, born Vermont; came here 1807; farm; was blind; one eye put out by a chip when he was chopping wood; the other by a bush flying up as the sled which he was following passed over it.

Beverly Starr, born in Connecticut and came to Ashtabula in 1808; family; just going where he ought to have stayed.

Joshua Rockwell, born in Connecticut; came to Ashtabula in 1806; was a farmer on the farm of George Beckwith, the first settler in Ashtabula.

Caleb Rockwell, born in Connecticut; came in 1807; bachelor, cobbler and carpenter; lived with J. Rockwell.

On road from North Ridge to Lake Erie along the east bank of the Ashtabula:

Anan Harmon, born in Massachusetts; came here in 1810; engaged in clearing the farm on the east bank of the Ashtabula, opposite the stone grist mill of Ed Harmon.

Gideon Leet, born in Connecticut; came to Ashtabula in 1806; chief farmer; postmaster, innkeeper, and a good family; lived well, but sold too much whisky.

James McKelvy, born in Pennsylvania and came to Ashtabula in 1808. Worked for Lett and paid for a new farm which he was beginning to clear.

Samuel Beckwith, born in Connecticut and came to Ashtabula in 1804. Had a family; farmer. He was found here by Col. M. Hubbard, June 2, 1804, with the widow of his brother, George Beckwith, who froze to death six months before. He lived in Ashtabula 10 years, then hung himself.

William Watrous, born in Connecticut; came here in 1807; bachelor, farmer and cooper.

Widow Rosa Watrous, born in Connecticut and came here in 1810.



TOURIST CAMP NEAR ASHTABULA, OHIO

Lived with William Watrous. She lost her husband, who was the first person buried in Ashtabula West Village. She was a good woman.

Peletiah Shepard, born in Connecticut and came here in 1808. Farmer and worked hard clearing new land.

On road from center of East Village to South Ridge:

Isaac Sweet, born in Connecticut and came to Ashtabula in 1807. Farmer, engaged in clearing new farm.

Ezra Kellogg, was born in Massachusetts; came in 1810; was the first regular lawyer in Ashtabula. Kept school in the winter.

In 45 families there were 69 male adults, 52 female adults and 138 minors of both sexes. Total number of souls in Ashtabula Township in February, 1811, 259.

Early Day Conditions.—Some of the early settlers, by great labor, attended with extreme disadvantages, had enabled themselves to provide for their families most of the bare necessities, with none of the luxuries of life. I do not recollect any farm but that of Gideon Leet, Esq., lying on the east bank of the Ashtabula, one mile above its mouth, which furnished an entire support for its occupants. This productive farm yielded a surplus. To make up their deficiencies and complete their supplies, the other inhabitants resorted to Messrs. Smith, Hubbard and Leet, and farmers and dealers in the older settlements in this county and Trumbull.

Col. M. Hubbard lived in a small frame house and had a frame barn. Amos Fisk had a small frame house in progress which was soon finished. William Jones had a frame barn and sheds, and Samuel Beckwith had a frame barn. All other houses and barns in the township were of logs.

Most of the inhabitants had exchanged their small estates in the East for new lands here, with some money to transport them hither and furnish the first year's subsistence. Meanwhile they hoped and labored to raise crops for their supplies and provisions, after the money they had brought with them should be exhausted. Some poor men went in debt entirely for their new homes. By a slow process they were obliged to clear their farms for the support of their families and to meet annual payments for the soil.

Another class were young—some with and some without wives—and had neither property nor money to help themselves with. Others had brought money from the East with which to purchase their homes and to buy for others. It was a serious impediment to our progressive improvement that the wide and dense forests were for several years the pastures

in which our cows and oxen wandered for a sufficiency of herbage to sustain them. Often they would be away so long that they would be entirely dried of milk, and occasionally one would disappear and never be found. So much time would sometimes be lost hunting for the oxen that when found it would be too late for them to perform the labor so essential in preparation of the land for seeding, thus depriving the owners of the harvest for that season. This one impediment, to say nothing of others, very seriously retarded the progress of improving the country and the advancement of its inhabitants to competency and comfort.

Before the commencement of the War of 1812 the farmers in this vicinity having small quantities of produce to sell could obtain from Hall Smith the nominal prices of \$1.00 per bushel for wheat, 50 cents for corn, 25 cents for oats and 4 cents per pound for pork and cheese, in exchange for Onondaga salt at \$6.00 per barrel, and dry goods, groceries, castings, utensils, etc. During the war the prices of produce tripled, greatly benefiting the few who had produce to sell, but drawing in proportion on the pockets of the new settlers and others who had to buy. Encouraged by the big profits, Hall Smith and other speculators along the frontier offered high prices to induce the farmers who could do so to bring their pork and grain from the back-country and sell to them. Thus they brought in produce from considerable distances. But the war terminated sooner than was expected, leaving a great portion of this property unsold and it had to be disposed of at far less than it had cost. All the business men were injured and many of them reduced to bankruptcy. A great stagnation of business ensued. The prices of produce were reduced to one-fourth and one-fifth of war prices, and at no price could much of it be sold for cash, since the war stopped new settlers during its continuance and for some time after. The great want of money induced the people to adopt a ruinous expedient, to make the surplus wheat, rye and corn bear transportation, which was the reducing of the bulk by turning it into whisky. For this purpose numerous distilleries were erected. The surplus grain was distilled and stored in casks for the foreign market. The people having been too much habituated to a free use of this beverage, a large proportion of it never reached the foreign market, but found too ready a market at home, to the detriment of health, wealth and morals.

During the early years of the settlement of this township the raising of a log house or barn would call together all the men and boys from

several new settlements. As late as 1811, all the help that could be mustered in Ashtabula was requisite to raise a heavy log house. The established custom forbade the performance of the raising without what was considered the indispensable aid, refreshment and comfort flowing frequently and copiously from the whisky jug. The most abstemious were exhilarated and the rest were excited and noisy. The logs were raised up with greater celerity than care, and limbs and heads and lives were in jeopardy and sometimes sacrificed. Some went home staggering, while other were too drunk to get home till next day; and almost all went home noisy, but perhaps not many ashamed, because the laws of custom were not violated.

At all public gatherings, at the domestic hearth, where friends greeted each other, neighbors associated and the rites of hospitality were extended to passing friends and the wayfaring stranger, the law of custom imperiously demanded of principal officers and entertainers the liberal extension of the bottle and the social glass on pain of reprehension for niggardliness. The same law bound men to treat each other when they met at taverns; the merchant must treat every customer who made ever so small a bill with him, although the merchant's profits might fall short of the price of the customer's drink of whisky. Common laborers must be supplied with what whisky they demanded to drink while at work. In the early twenties the evil of this indiscriminate use of liquor began to dawn on the populace, after Rev. Badger had started a crusade against intemperance. He was the first man to come out boldly on the subject. He began the reform by substituting "small-beer and cake" in place of whisky at the raising of his house. (Editor's Note—This was the original part of the present house owned and occupied today by Miss Jennie Blair and her brother, Frank, corner of Lake and Parsons streets.) The result of the reformation work started at this time and pursued by Rev. Badger till he left Ashtabula, in 1828, was that he had the satisfaction of seeing many of the leading citizens discontinue the use of liquor as a beverage, merchants and innkeepers refuse to sell whisky by the dram, and the "treating" habit practically stopped. This of course put the distilleries out of business to the extent that only about one in five survived. Ashtabula obtained the well merited reputation of a quiet and very moral village subsequently to this genuine reformation.

With pleasure we now come to speak of the virtues and social qualities

of our early settlers in this wilderness. They were exceedingly friendly, hospitable and kind to each other and to the wayfaring stranger. They would spare no pains to make the passing traveler exploring the country comfortable at their board and fireside. When new neighbors arrived from the East, the men and big boys of the community turned out with alacrity and pleasure to raise the log cabin for the newcomers' home.

Ashtabula City.—After a railroad was built through the Reserve from east to west, Ashtabula, the title city, became and has always since continued the metropolis of the county. They derived their name from the river that runs through the county. This stream was called by the Algonquin Indians by a name that sounded like "Ashtabula", and the early settlers adopted that name for the settlement hereabout, and when the town was laid out, the name became official.

When Moses Cleaveland, in charge of the Connecticut Land Company's surveying party, passed through where is now Ashtabula, he admired the river so much that he proposed to name it for his daughter, Mary Esther. Accounts of the incident state that, in honor of this christening, Cleaveland brought forth from the expedition's stores two gallons of wine, and a jollification followed. "Mary Esther" was very popular while the wine lasted, nobody but Cleaveland caring what they called the stream, but when the liquid inspiration had become exhausted, "Mary Esther" was soon forgotten.

Cleaveland and his party worked on westward till they came to the Cuyahoga River, where they laid the foundation for the now great city that bears his name, minus one letter.

So far as any historians have been able to learn, one Thomas Hamilton was the first white man who located and established his home in Ashtabula. Hamilton selected a secluded spot beside the river not far from where it emptied into the lake, and prepared to build a home. That was in the year 1801. About the time that he had the logs cut and was wondering how he was going to handle them alone, Providence seemed to take a hand, for just at this stage of the proceedings a boat came in from the lake and moored near Hamilton's camp. There was on board a family from the East who had decided to seek their fortune in the new West, of which they had of late heard so much, through those who had journeyed to the wild country and returned with glowing stories of its attractions and possibilities.

Members of this party were induced to remain and partake of Hamilton's hospitality, and in the meantime he arranged with them to assist in the construction of his cabin. They left him with a roof over his head and well housed.

The following account of early settlers was printed in the Daily Standard some years ago. It was taken, in the main, from The Williams Brothers' History of 1878, and was therein credited to the Rev. S. D. Peet, at that time a pastor of one of the Ashtabula churches. Taking up the story of Hamilton's house building, it says:

"It is supposed that this young company were the Austins, as Judge Austin is said to have been the first settler who entered the harbor with a boat. Two citizens of Conneaut, Daniel Baldwin and Capt. James Montgomery, afterwards helped Hamilton finish his cabin, covering it with a bark roof. Hamilton remained in this lonely hut for two or three years.

"The first family which took up their residence in this place was, however, that of George Beckwith, who moved from Austinburg in the year 1803. In January of the following winter Mr. Beckwith perished in the snow, some 40 or 50 rods north of the South ridge and a few yards west of the Saybrook line.

"After the death of Mr. Beckwith, his wife remained in the cabin and supported her children in part by assisting travelers to cross the stream.

"Her method was to paddle her canoe to the spot where the ford was and then, requiring the travelers to place their load at the top of their wagon, she would fasten a rope to the tongue, then paddle with it across to the other side of the river. She then helped the passengers push their wagon into the creek, and to drive the oxen across, when she would attach them to the end of the rope and so draw the load across.

"In the year 1804, Matthew Hubbard, of Tranton, Oneida County, N. Y., became the agent for his uncle, Nehemiah Hubbard, and started for the place, accompanied by a man by the name of Pierce. When they approached what now is the Harbor, they proceeded along the bluff toward the mouth of the creek, in search of the cabin of George Beckwith, which they supposed was deserted, but on nearing it they found it fully occupied.

"As they approached, it was difficult to decide which party was the more surprised. They were the first white travelers that the Beckwiths had seen in twelve months. The family consisted of the widow of George Beckwith and her two daughters, Samuel Beckwith and a Mr. Thompson

and his wife, and they were the only settlers between Conneaut and the west line of Harpersfield, a distance of 30 miles.

"On the third day of June, Mr. Hubbard selected land for a farm and a site for his cabin, and he and Pierce went about felling trees and building the cabin. They had prepared themselves with a yoke of oxen, a cow and mush-pot, also some flour and cornmeal, which was brought on horseback from Youngstown. They were possessed of two tincups, two jackknives, two wooden spoons and two axes. Their beds were of cheap construction, being split from a log sufficiently broad for convenient lodging.

"Their cow soon left them and they saw her no more, depriving them of an article then regarded among the luxuries of life. Once during the summer they indulged in eating a piece of elk's flesh, presented by an Indian called Omick and his companion; otherwise their diet consisted of mush and water, and musty at that.

"These Indians had shared with them on several occasions the contents of their mushpots. The Indians ever met them with the salutation of 'Brother', to which they replied in a kind manner.

"In a short time they formed a camp of several of their tribe near them. In the course of this season they had put in eight acres of wheat, and had chopped and deadened over about as much more. They dragged in their wheat with a crab apple tree. They fenced their clearing and finished their labors in October.

"Occasionally after the coming of the white man and the appearance of his cabin on the bank of the river, bands of Indians were seen making their way up the stream and encamping on their favorite hunting ground. A single picture will be given. It was narrated by Mr. William Jones, who settled in the place in 1807.

"He related that soon after his settlement in the south part of the present city, then in the wild forest, there came a party of 25 or 30 Indians for a winter's hunt. Immediately after their arrival Mr. Jones followed his new neighbors down to the place selected for their encampment among the firs and hemlocks, a little up the creek, south of the village and east of his own dwelling. He found them merry and cheerful and very friendly.

"The men immediately set about building some wigwams for shelter. This was done by driving forked stakes into the ground and laying poles across, resting them in the forks on the tops of the stakes and covering the roof with hemlock boughs, resting on poles. Thus, in the space of an

hour, with their only tools, their hatchets and long knives, they constructed two or three wigwams of ample dimensions for sheltering the whole company.

"The next want to be supplied was food. To obtain this they sent out two or three of their men with rifles to hunt for venison. In a few hours Mr. Jones was surprised to see the hunters return with so many deer. Mr. Jones said it often took a white man one or two days to shoot one deer. An old Indian replied, 'White man know not how. He travel, travel, travel, in woods; deer see him, run way. Indian no do so. He sit down, deer come along, Indian shoot him; sit down again; another come along, shoot him, too. Indian know how, white man not know how.'

"The hard-beaten Indian trail which extended along the South ridge from the east to the west remained for a number of years and was known to the early settlers.

"An incident is told of this race which is particularly touching. It appears that a Seneca had for some reason been exiled from his tribe and people. As there was no other tribe left to which he could go, he made his home among the whites. His name was Standing Stone. He gained his living mostly by fishing and trapping on the Ashtabula River. His wigwam was in the valley near the river.

"One evening in 1812, as Standing Stone was at his camp, he was aroused by the tinkling of a bell, and, looking up, he saw a squaw putting the bell upon the neck of her pony, to turn him out for the night. She was a Seneca woman of the Sandusky nation of that tribe who had been to Buffalo and was returning. Standing Stone recognized her, and after some conversation, it was agreed that he would prepare a place for her to spend the night. While she went across the river to call on Rev. Badger's family, the Indian built a hut for his guest, beside his own. She went on next morning to join her own people, who would not welcome him.

"When the first settlers arrived the streams were plentifully supplied with fish and large herds of elk and deer ranged through the forests. Multitudes of birds inhabited the woods and wild turkeys and small game were found in abundance.

"This immediate vicinity was a great hunting ground for the Indians, the territory of the respective tribes being bounded and respected by all. The Ashtabula River was a dividing line which western Indians must not cross, and the west side was never trespassed upon by those from the east."

As the immigration from the East progressed from year to year, clearings became more numerous. The first sight that the homeseekers had of their new home section was usually at Conneaut or Ashtabula Rivers, as the lake route was popular. The beauty and quietude of the land adjacent to the lake seemed to attract their fancy and many decided to cast their lots near the point of landing, and did not venture farther inland.

Thus it was that there were enough settlers in this vicinity in a few years to warrant assuming the dignity of a town. The suggestion was made and discussed generally, until 1808, when a township was organized and named Ashtabula, after the river that coursed through its territory to Lake Erie.

The township then included all the territory now embraced by Ashtabula, Kingsville, Sheffield and Plymouth. The first officers elected to direct the destiny of the new town were: Trustees, Roger Nettleton, Isaac Harrington, William Perrine; clerk, Roger Nettleton; overseers, Henry Gillmore and Gideon Leet; appraisers, Matthew Hubbard and Thomas Harrington; fence viewers, Walter Fobes, Gideon Leet; supervisors of highways, Joseph Kerr, Gideon Leet, Zachariah Olmstead, Elijah Lewis, Hiram Blackman; treasurer, Zachariah Olmstead; justices of the peace, William Perrine and Gideon Leet.

In 1810, Kingsville, which also included Sheffield, was detached from the parent township. Ashtabula retained the Plymouth territory until 1838, when that also was withdrawn, and thus was left that which still remains as the township of Ashtabula.

The town first started on the east side of the river, and quite a settlement was there established before there was any activity on the west side. The following is taken from a historical sketch written by O. H. Fitch, in 1873:

“For many years there was a strong rivalry and some asperity of feeling between the citizens of the two little villages on the opposite sides of the creek, each striving for the ascendancy, which continued until about 1827, when, owing to several causes, but mainly, perhaps, to the death of three of the prominent citizens of the East Village—Judge Thomas Smith, Edwin Wheeler, Esq., and Horatio Wilcox—all active business men, the evenly balanced scales of many years yielded to the greater energy and population of the West Side, and it obtained the long-coveted ascendancy.

The elections, as before, were held alternately on the east and west sides of the creek for several years thereafter.

"With one meeting house, one town house, used for the quadruple purpose of Masonic hall, town hall, schoolhouse and church; one tavern, one grist mill, one tannery, four stores, four distilleries, a respectable number of mechanic shops, two daily lines of stages, and a population of about 300, the people on the west side of the river, in 1827, thought their village was large enough and of sufficient importance to be incorporated as a borough, and on February 11, 1828, the Legislature passed a law incorporating the borough of Ashtabula. The first election under this charter was held on May 5, 1828, at which R. W. Groswold, Esq., was elected mayor; Henry Loveland, recorder; and Amos Fisk, William W. Reed, Matthew Hubbard, Philo Booth and John C. DeBlair, trustees."

The census of 1830 gave the township of Ashtabula a population of 1,831 souls. During the next decade Plymouth was taken away, but the population in 1840, without Plymouth, was 1704. In 1850 the village had grown to 2,177; in 1860, to 2,740; 1870, to 3,394; 1880, to 4,444; 1890, to over 8,000; 1900, to 12,949; 1910, to 18,266, and 1920, to 22,082. The estimated population, based on the school census for 1923, was upwards of 25,000.

It is thus observable that Ashtabula, town, village and city, has enjoyed a very healthy growth since the time of its founding. It has never had a false "boom" that caused it to take on an abnormal growth for a time and then dropped it with a "dull, sickening thud", to be worse off than before it began. The old town has just plodded along its own generally prosperous course, early taking its place as the metropolis of the county and always retaining it.

Ashtabula was incorporated as a village in 1831, and as a city in 1891. It has always kept apace with the times in advanced ideas. It was the first city of the country to adopt the city manager plan of government and the proportional representation idea in voting. Also the first city in Ohio to own its own street railway. The city has its own electric light plant, which is one of the most successfully conducted in the country. The present plant was completed in 1923 and cost over a million dollars.

Ashtabula was the first city in the State of Ohio at which the postal savings system, in connection with the postoffice, was introduced, and a school was conducted here at which postmasters from over the state, and

from some cities of Pennsylvania, New York, Indiana and Michigan, were sent to Ashtabula to learn the intricacies of the new system.

The only Federal building between Erie and Cleveland, and south to Warren, is the postoffice building in Ashtabula, which was opened in February, 1912.

Nucleus for New Village.—(By H. L. Morrison, 1901.) The location of Hall Smith's store, grist mill and saw mill, also a blacksmith shop at the north end of Main street, served as a nucleus to gather to that vicinity the people who came to town for any business purpose, and the village seems to have begun at that point.

In the year 1810, Amos Fisk, originally from Massachusetts, located in Ashtabula and purchased a tract of land bounded on the north side by Division street, on the east by the creek, on the south by lands belonging to the Hubbards, and on the west by a north-and-south line about where is now West street. He settled on this land and commenced improving it.

Some lots had been sold from Hall Smith's property at the north end of Main street, but the peculiar condition of Smith's business and a question of title to the land, rendered his property rather undesirable as a purchase. Amos Fisk, a deacon of the Baptist Church and known as "Deacon" Fisk, opened up his farm and, laying it out into lots as people wanted them, he embraced every opportunity to sell.

Philo Booth, who came here in 1814, bought 10 or 12 acres of land, in which was included what is still known as the Booth homestead.

William W. Reed purchased of Deacon Fisk about three acres of land on the opposite side of the street and erected thereon a store building at the corner of what is now the City Hall lot, corner of Main and Division streets. In 1835 this property passed to the hands of Horace J. Hulbert.

Deacon Fisk laid out lots 77 feet frontage on the west side of Main street, extending back about 40 rods. This reached nearly to Elm street. On one of these lots was built the first brick building put up west of the river. It was a small one-story building and was for many years known as the Central News room.

Churches.—The Rev. Joseph Badger, noted missionary, mentioned more extensively elsewhere, was the first resident minister in Ashtabula. Quoting from the writings of the Rev. John Hall, made in 1856, we give the following:

"The first sermon preached in the township is said to have been delivered by a traveling preacher, whose name is not recollected, in a log house at the end of the South Ridge road, on the west bank of the Ashtabula. His congregation must have been small, if all the inhabitants attended, for that was in 1809. The Rev. Joseph Badger located here in the spring of 1810. Here he officiated a part of the time until 1821, when he removed to Kingsville, which had all this time received a share of his service. His congregations here and in Kingsville were too small to afford him support, and he moved to Kirtland in 1822.

"The first Methodists in this township were the families of Thomas Benham and his sons, Samuel and Adnah, who located here in 1811. They immediately set up meetings in the log dwelling of the father, which were continued without a minister until 1812, when Father Erskie, of Jefferson, visited and preached to them. Their number soon increased by conversions and immigrations. The location of Father Thomas and his son, Adnah, were on the hill now called 'Bunker Hill', at the junction of the Austinburg and South Ridge roads. The class members held their meetings in homes and schoolhouse until 1822, when, with the aid of the friendly neighbors, they erected, near the Benham homes, a meeting house of hewn logs, which was the first house built solely for public worship in Ashtabula Township. In 1830 the society built their present chapel on the west bank of the Ashtabula, in the borough, and finished it in 1836."

Editor's Note—This building continued in use by the Methodist congregation until the completion of their brick church on Park street, in 1860. That was at that time one of the finest church edifices in this section of the country. The old building was sold and remodeled from time to time, serving as hotel, saloon and for other purposes, finally being purchased by the Order of Moose, who razed it this summer (1924) to make room for their new lodge home, now in course of construction.

The present massive stone church of the First Methodist society was erected a few years ago on property on Elm street donated by the late James L. Smith, in memory of his parents, a condition that it be known as the Gillmore-Smith Memorial Church.

Lake Street Methodist.—Lake Street Methodist Episcopal Church, at the Harbor, was formed in 1890. Activities at once developed that resulted in erection of its present church home.

First Baptist.—The first frame structure erected in Ashtabula especially for religious worship was the First Baptist Church. Resuming Rev. Hall's history: "Among the first Baptists in Ashtabula were Amos Fisk and the Watrous family, who came into the place in 1810. In 1813 came Thomas Whelpley and his family. About 1814, it is believed, Elder Barnes commenced preaching to the Baptists in Kingsville, where the Baptists of Ashtabula also belonged and attended as members. In 1824, while Elder William B. Curtis was preaching in Ashtabula, Baptists of this village were separately organized. The Baptist Church in Ashtabula was incorporated in 1834 and organized January 5, 1835. The Baptist meeting house was built by Deacon Amos Fisk, about 1824, and was given to the society at his death." The present church of the Baptist denomination was dedicated in 1900. The original church was built on the north green and moved to the present site in 1853.

St. Peter's Episcopal.—"In 1811-12 several families of Protestant Episcopalians immigrated from Plymouth, Conn., and settled in South Ashtabula (now Plymouth). In 1813 they began to meet for divine worship, according to the liturgy of their church, by lay-reading. Zadock Mann was their leader. On February 16, 1817, their former minister, the Rev. Roger Searle, arrived among them from Connecticut. On the 19th of the same month, Ash Wednesday, they assembled at the house of Hall Smith, in the west village, on an appointment of the Rev. Mr. Searle, at which time those present organized the parish of 'The Protestant Episcopal Church in the United States'. This was the first parish of that denomination organized in the State of Ohio. The number of communicants was eleven. The Rev. Mr. Searle was requested to name the parish and he called it 'The Parish of St. Peter's Church of Ashtabula'. In 1819 the parish voted to hold their services alternate Sundays in North Ashtabula and South Ashtabula (Plymouth). They applied for and received permission to finish off the lower story of the Academy Building, in the North Green, the understanding being that a district school might be kept in the room during the week days. The house was thus occupied until the completion of St. Peter's Church, in 1829, when the same arrangement was made for occupancy by the Methodist until their building, started in 1830, was completed in 1836. The present church building was completed Feb. 22, 1829, and was consecrated by Bishop Philander Chase, on August

16 of that year. This parish, it is believed, was also the first in Ohio to establish a weekly celebration of the Holy Communion."

St. Matthews.—"In the spring of 1834 another parish was organized and set off from this, in South Ashtabula, which is now 'The Parish of St. Matthews, Plymouth'."

Grace Memorial.—Still another parish was started in 1878 in Ashtabula. The widow of the Rev. Dr. Washburn, who was one of the victims of the Ashtabula bridge disaster, donated a lot at the corner of William and Lake streets for a Harbor parish. In 1880 the "Old Yellow School-house" on Lake street had to give place for a new and larger building, and the communicants of this mission purchased and moved it onto this lot. In 1882 additional lots were secured and the name "St. Michaels", by which the parish had been known, was changed to "Grace Memorial", in memory of Miss Grace Schwacofer, who was for several years one of the most devoted members of the parish prior to her death. The present church was erected in 1885.

Presbyterian.—The Presbyterian Church in Ashtabula was organized on Dec. 7, 1821, by the Revs. Giles Cowles and Joseph Badger. Their first house of worship was erected in 1836 and served until the construction of the present one, which was dedicated on October 18, 1892. Up to 1850, the church was on the "Union Plan", a combination of Presbyterian and Congregational. In that year the congregation voted to become distinctly Presbyterian. The church had no regularly installed pastor until 1847, when they employed in that capacity the Rev. John Ingersoll, father of Robert G. Ingersoll, who later became known the world over as atheist and infidel. In the year 1860, in consequence of the anti-slavery agitation, over 50 members withdrew from this church and formed the First Congregational Church.

Prospect Presbyterian.—In the late years of the last century, members of the Presbyterian Church who resided in the western section of the city organized the "Prospect Presbyterian Mission" and later built themselves a church home at the corner of Prospect and Samuel streets.

Harris Memorial.—Early in the present century Samuel R. Harris organized a mission in the southern part of the city and later built for them a neat little church on the corner of South and Adams streets.

East Side Presbyterian.—The old Union Church in the East Village was some years ago adopted by the Presbyterian Society and is now the

East Side Presbyterian. It was built by James Ballard in 1852 "For all Christian denominations".

Congregational.—The First Congregational Church was organized on May 29, 1860. They held services in Smith's Hall until February 12, 1862, when the present church on North Park was dedicated.

The Second Congregational Church was established at the Harbor and organized on February 10, 1882.

The Swedish Congregational Church, in the East Side, at the north end, was organized in 1880.

The Finnish Congregational Church was organized in 1890, and on May 24, 1892, dedicated its own house of worship at the corner of Oak and Coyne streets.

Church of Christ.—The Church of Christ, corner of Division and Prospect streets, was organized in 1892, and very soon afterward erected the building it now occupies. A few years later the society acquired property across Division street, corner of Fitch, where its Men's Club and chapel is located.

Reformed Episcopal.—In 1889 Trinity Reformed Episcopal Church was organized and erected the present church building at the corner of Elm and Henry streets. In 1891 the church property was enlarged by purchase of the adjoining lot on the north, the residence on which was converted into a parish house.

Lutheran.—The Swedish Lutheran Capernium Church was organized in 1879 and has always been prosperous and progressive. For many years it has conducted a branch mission in a building of its own on Hiawatha street, and the organization some years ago purchased a piece of property centrally situated on Prospect street, and an abutting lot facing Station street. The Prospect street site is to have a modern church within the next few years and a parsonage will be built on the other.

The Finnish people of Ashtabula have three churches of the Lutheran faith, namely, the Evangelical, the Bethany, and the National. All are situated on one street and in close proximity.

St. Joseph's Catholic.—St. Joseph's Church was organized about 1850, and its fine church edifice on Lake street was dedicated on Nov. 11, 1906. A parochial school is conducted in connection with the church.

Our Mother of Sorrows.—Our Mother of Sorrows Church, situated on Market street, has the most elaborate house of worship in the city and a

parochial school. The society was organized about 1889, and the present edifice was erected in 1900.

Our Lady of Mount Carmel.—Desiring a church of their own, Italian Catholics of the city in 1902 organized Our Lady of Mount Carmel Church, and that same year started erection of a church home on Columbus street.

Hungarian Catholic.—Some years ago the Hungarian Catholics organized and built a church in that section of the city that has now assumed the name of East Ashtabula.

Spiritualist.—The Spiritualists of Ashtabula and vicinity have an active organization and a neat church home on Main street. This building is said to have been the first one erected in the State of Ohio for the especial use as a Spiritual Church. It was built in 1906.

Christian Science.—The First Church of Christ Scientist was organized in Ashtabula in one of the latter years of the past century and held meetings in the Fassett Block for some time, then bought its own home on Elm street, later making changes by which property on Division street was acquired.

Nazareth Church.—The Church of the Nazarene, organized a few years ago in this city, has its house of worship at the corner of Pittsburgh and Washington streets.

Seamen's Bethel.—The Ashtabula Seamen's Bethel Association, an independent religious and philanthropic society, was incorporated on June 6, 1899, and for many years was an active agency for good in the river district at the Harbor. In 1907 Mrs. Robert Riddell purchased property on High street and erected a fine brick building for the institution, but of late years it has been used intermittently by the Salvation Army.

Colored.—There are two churches of colored denominations in the city, the Gordon A. M. E., located near the north end of Main street, and the Shiloh Baptist, on Depot street.

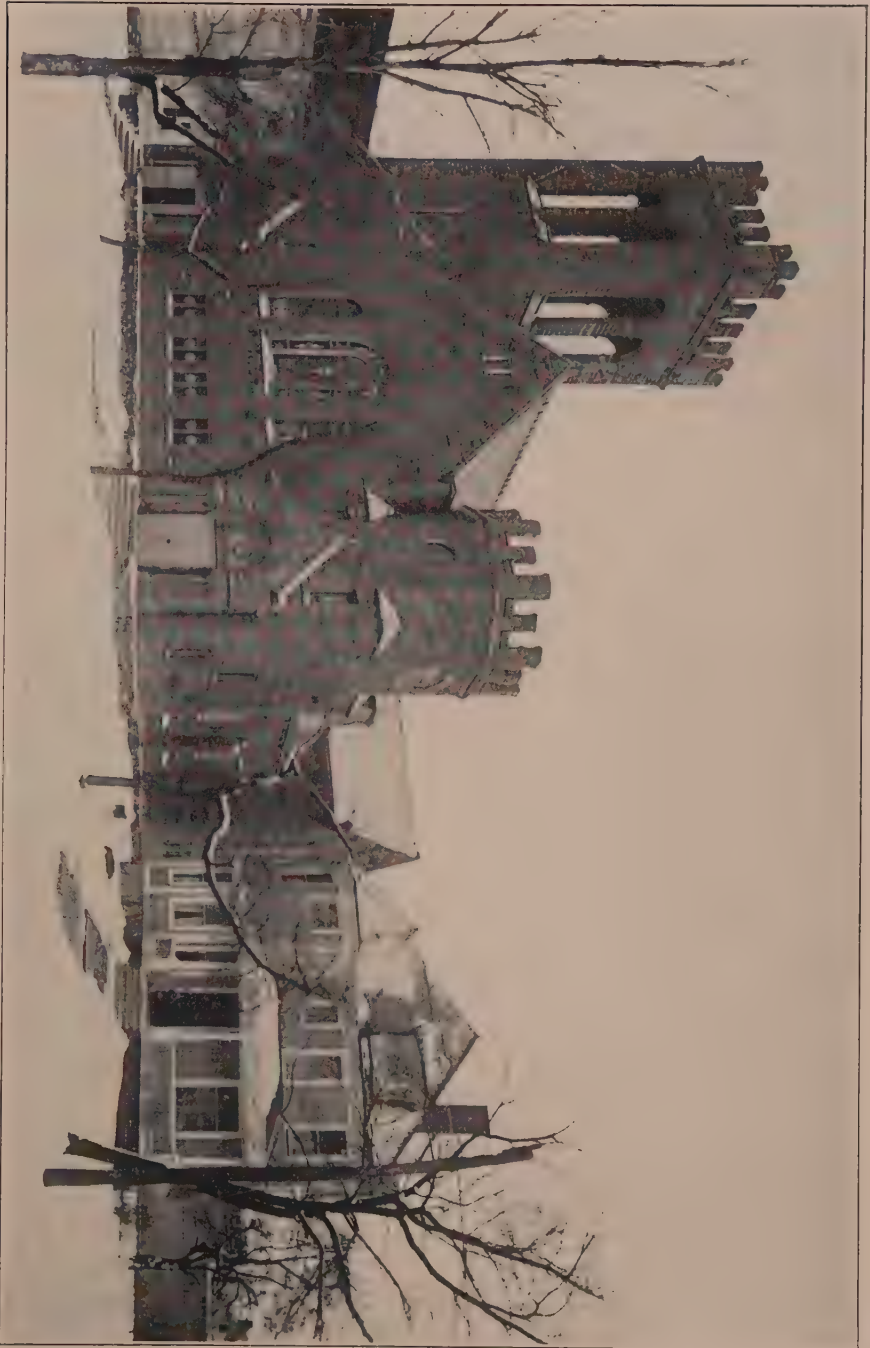
First Schools in Ashtabula.—(Written in 1856 by the Rev. John Hall.) Several of the early settlers had made sufficient attainments in science and literature to enable them duly to appreciate the utility of giving their children a good education. The first schoolhouse erected in Ashtabula was a small log building standing near the junction of old Jefferson and South Ridge roads, opposite the house of Mr. John Faulkner. This schoolhouse is supposed to have been built in 1809, and the first teacher was Miss Julia

Hubbard. After five weeks she was taken sick and was succeeded by Miss Achsa Nettleton. Subsequent teachers in this house were Warner Mann, Miss Lucia Badger, Harvey Nettleton, Betsy Nettleton, and the writer, John Hall. In the summer of 1815, Miss Sarah Booth taught this school in Amos Fisk's barn, in the center of the present incorporated village of Ashtabula, then included in this district. In the winter of 1816-17, Alden Spaulding taught this school in a log house standing on the site of the present dwelling of Mrs. Hulbert, widow of the late Horace J. Hulbert. We will call this district No. 1.

The second schoolhouse in Ashtabula was a small log building on the east bank of the creek, in the woods, a few rods south of Harmon's Corners, and of the present brick dwelling of Edwin Harmon. (Editor's Note—This is the present home of B. B. Seymour.) The first teacher in this house was Israel A. Robinson, Esq., of Salem (Conneaut), in the winter of 1809-10. In the summer of 1811 this house was burned. In the fall of the same year a large house was erected in this district at the southeast corner, at the crossing of the North Ridge and East Jefferson roads. It was the third schoolhouse erected in Ashtabula. It was used as a schoolhouse, town house, meeting house and for other public meetings for eight years, and then it was destroyed by fire. This may be called District No. 2.

The fourth schoolhouse, used also as a church, was erected near William Foster's, on the north road to Sheffield, and another on the south road to Sheffield, near Joseph Mann's. During these log house days the school districts were voluntary locations, dictated by convenience. The ninth and last of these schoolhouses recollected by the writer was on the corner next east of the present church in Plymouth, which succeeded the one near Joseph Mann's.

These schools were supported on assessments on the individuals who sent scholars, levied by the number of pupils sent by each. Each person furnished fuel for the fire and board for the teacher, according to the number of pupils he had in the school. If scholars were sent whose parents were too poor to pay, the tuition and wood bills were levied on the rest and included in their bills. The poor were thus enabled to give their children a common education, enabling them to transact the most necessary ordinary business of life. In 1816 an attempt was made to erect a frame building in the West Village, which should be convenient for a meeting house, town house and schoolhouse for District No. 1, by subscription.



MOTHER OF SORROWS CHURCH AND RECTORY, ASHTABULA, OHIO

Some subscriptions were made, but not more than \$15.00 were paid, and that by Moses Hall and Thomas Whelpley. Noah M. Bronson also drew one of the longest timbers first upon the ground. With this assistance only, Messrs. Amos Fisk, Hall Smith, Matthew Hubbard and Philo Booth erected the frame of the building which is now the town hall, commonly called "Fireman's Hall", on Main street, in front of the present Baptist meeting house. The frame remained uncovered until the summer of 1817, when the four gentlemen last named, feeling the great need of such a public building, enclosed the frame, laid the upper and lower floors, erected the chimney, with a fireplace in each story, and some partitions in the lower story. This house was used until 1832 for a schoolhouse, town house, house of worship and Free Masons' hall. In the winter of 1817-18 the writer taught the first school in this building. The scholars attending it daily came from an area not less than five miles square, comprehending the families north and south from the extremities of the settlement on the West Jefferson and diagonal Austinburg roads down to the lake on the west side of the Ashtabula, and five miles along both the Ridge roads in Ashtabula and Saybrook, comprehending at various times most of the scholars in the East and West Villages. In the winter term of 1820-21 this school had 95 pupils.

The old common and academic school was continued on the voluntary principles until 1832. Then this school was suspended by the Ashtabula Academy, which was incorporated Feb. 6, 1833. Its use for an academy continued for 20 years, then the building was sold to the borough for \$150 and converted into a town and firemen's hall. The borough moved the venerable old building to the southwest corner of the same square that it has occupied for 40 years at various points.

By the enterprise and commendable public spirit of the late Hon. Thomas Smith, Esq., Dr. Elijah Coleman, Mr. Peleg Sweet, Capt. Horatio Wilcox, Mr. Anan Harmon and Mr. Jabez Manley and others, a school-house was erected on land given by Mr. Sweet, near the southwest corner of the East Village public square, with a lower story for schools and an upper story for public assemblies similar to that in the West Village. It was built in 1821. Five years later this house, like its two predecessors, was destroyed by fire.

In 1851-2, by contract with the trustees, Mr. Lorenzo D. Gates built an edifice of wood, three stories high and 40 by 50 feet on the ground, at

a cost of \$1,825, to which was added an expense of \$146 for desks, furniture, etc. The stock in the Academy consists of 65 shares, held by 52 stockholders. The third story of this building is equally divided into a north and a south room. The lodge of Odd Fellows purchased the occupancy of the south room, and the Free Masons that of the north room, at a cost of \$300 each. The contracts with the lodges were made with the trustees in 1851 and they commenced occupying their respective rooms in 1852. The school in the new academy was opened in 1852, its teachers being Mr. and Mrs. Calhoun. In 1856 the Academy was suspended by a village union school, as were also the common schools within the boundaries of the incorporated village.

Believing that the schools should impart religious education with other sorts of learning, and conscious that this could not be brought about in the public schools, the rector of St. Peter's parish launched a project looking to the establishment of a parochial school for the children of his church and Sunday school. This resulted in the erection of a building for the occupancy of the proposed parish school, in 1850. This was 50 by 20 feet on the ground and two stories high. In the course of the year, School Association was legally organized as The Protestant Episcopal School Association, and by-laws were legally adopted. The first officers were Elisha C. Strong, R. W. Griswold and Lorenzo Tyler, trustees; George Willard, treasurer and clerk. The board of school directors consisted of the trustees, the Rev. John Hall, rector, and the Rev. George F. Richards, his assistant. This school was opened on October 21, 1850, with the Rev. George F. Richards as principal.

Here the story written by Rev. Hall ends. The parochial school continued for a number of years, but as the congregation of the church increased, and the attendance of the school grew in proportion, it finally became too expensive a proposition and was discontinued. There are still (1924) a few persons living who were pupils in that school.

The public schools progressed with the passing years and today are in the highest class of common school educational institutions. The splendid system and the magnificent school buildings of the present period stand as monuments to the memory of the good men who, through their philanthropic spirit and determination that Ashtabula should hold its place with other new and growing towns, donated to the village its first building for educational and religious purposes.

St. Peter's Parochial.—The next term of this flourishing and highly interesting institution will commence on Thursday, Jan. 2. The cause of education has no firmer friends than our fellow citizens of the borough of Ashtabula. We have already called attention to the Public Square Academy, and the high qualifications, as teachers, of its principal and assistants; it is a pleasure further to announce the commencement of the second term of the parochial school and academy, St. Peter's Square, under auspices of the greatest promise. This institution has been founded by citizens of Ashtabula for the purpose of ensuring for their children and those of their neighbors the benefits of a sound, secular and moral education, continuously and without the interruptions, changes, and frequent dead stops experienced under the usual imperfect organization of our schools, which too often interrupt the progress of education, or are equivalent to a total denial of it. Accordingly, a school edifice of a style and finish in keeping with the purpose of it—solid, grave, and of ample dimensions; with excellent interior arrangements, and secured from future neglect and dilapidation by the wise provisions of its founders, has been erected, opened, and has completed its first quarter of instruction.

From the commencement this school has been under the tuition of the Rev. G. F. Richards, a gentleman of learning and piety, and devoted to the labors he has undertaken. His classes speak warmly of his facility and talent for imparting instruction, and his benevolent zeal for the improvement of the young people committed to his charge.

Ashtabula Academy.—The new building of the Ashtabula Academy, one of the early mediums of education, was formally dedicated on July 5, 1852, the event being in conjunction with the celebration ceremonies in honor of the Fourth of July. The womans' committee of the celebration exercises arranged the program and served supper in the new building. The charge for admission to the entertainment and dedicatory exercises was 12½ cents and the supper was 37½ cents.

The academy had a very successful career for many years. The building was located on ground that is now the southwest corner of North Park. The upper story was occupied by the Masonic Lodge on one side and the Odd Fellows on the other.

Coming of the First Railroad.—The completion of the first railroad was an epoch in the progress of Ashtabula. It brought a new life to the

village section, while it temporarily sounded the death knell of the Harbor's commercial importance. The work of construction of the Cleveland, Painesville & Ashtabula railroad was begun in 1851, and the first regular passenger train from Cleveland arrived at Ashtabula depot at 9 o'clock in the evening of Saturday, June 19, 1852, from which date trains ran on a regular schedule between the two places. At first there was but one train a day, which left Ashtabula at 6:30 A. M. and returning from Cleveland arrived at 9 P. M. A. C. Hubbard was the first local agent for the company.

The arrival of the first train of cars ever seen by many of the residents of Ashtabula was a signal for a demonstration. The following account of the occasion was published under a one-line caption in the Ashtabula Telegraph of the following Tuesday:

"Some hundreds of our citizens were on the ground ready to give a hearty welcome to the first stated advent of the iron horse, and an outspoken welcome they did utter when the train, which had been visible in the gloom of the evening for miles on the long, level and mathematically straight line between the station at Geneva and that of Ashtabula, came like a conqueror to put a final end to slow coaches and give to the people the power to go ahead demanded in this age of progress. The passengers of top well-filled cars cordially responded to the cheers which greeted them. In the future history of Ashtabula, last Saturday can not fail to be a marked day. No neglect of Congress to provide for our Harbor can isolate us or prostrate our business. The people have, hereafter, a line of their own, cheap, swift, ever open and in their own hands."

The first excursion train ever run out of Ashtabula was on Monday, July 5, 1852. The "Fourth" coming on Sunday, its general observance was made on the following day. On this occasion the railroad company "stood treat", having announced that the regular passenger train on Monday would be at the disposal of the people living along the line, who wished to take a ride on the cars and spend the day in Cleveland. Regarding this trip the Telegraph said:

"In honor of the Fourth, Superintendent Beckwith, of the Cleveland, Painesville & Ashtabula railroad, placed the line at the disposal of all people along it who might desire to celebrate the day in Cleveland. Accordingly, on the morning of Monday, the 5th of July, all was ready at the Ashtabula station, where a monster train, six hundred feet in length,

was in waiting. Long before half-past six, the hour for departure, the station grounds and the plank road leading from the borough presented an unusually animated appearance. There appeared to be a general turnout from all quarters. Some 300 took the cars for Cleveland, and when the iron horse dashed away with its forty rods of cars, there were enough of the lookerson to make a celebration there and then. This is the first excursion train out of Ashtabula and July 5, 1852, will be a day in our annals."

The throwing of a railroad bridge across the valley of the Ashtabula River was no trifling undertaking in those days of early methods of construction. The science of engineering had not reached the stage where nothing was too great to accomplish, as is practically the case today. Work of installing the bridge at Ashtabula was begun on June 1, 1852, and on July 12 the first train was run over the structure. The bridge was 780 feet long and was of what was known as the Howe truss style of construction. It extended from bank to bank of the valley and was supported by a stone abutment at each end and four piers sunk to the rock in the valley. The superstructure of the bridge was entirely of wood, the timbers being intricately applied and so closely interwoven as to make them almost solid wood. The construction between the rails was of V shape, so water would run off. The sides were painted white, and from a distance it gave the appearance of being a wide, white streamer stretched across the valley. Outside the rails, on each side, the floor of the bridge was sloped and tinned over, giving the top the appearance of a tin roof. A watchman was kept constantly at the bridge, to warn people off and to look out for fire.

It is related that one dark night a passenger train from the east stopped with some of the coaches on the bridge. The conductor went back through the cars to warn passengers not to get off and on the platform between two coaches he saw a man just about to step off. He hailed him with "Where are you going?" and, as the man proceeded on his way, he replied "Out there where my brother is". They picked up his body a short time after the train had reached the station and the conductor had reported the occurrence.

This bridge was used for 11 years, when it was replaced by the iron bridge that fifteen years later caused the "Ashtabula Disaster". When this second bridge was installed, much filling was done, thus shortening

the structure. A further fill was made during the construction of the third bridge and eventually the valley was filled entirely across, a huge stone archway being built over the river channel, and from that time trains crossed on solid ground.

The construction work toward the east was pushed rapidly and the regular train from Cleveland on Saturday night, August 28, 1852, was run through to Conneaut. That was the establishment of regular service between Cleveland and Conneaut, and sounded the death knell of the stage coach business.

At this time a railroad was being built westward from Buffalo, which had been completed to a short distance west of Dunkirk. The stage coaches, that had been the only means of transient travel between Buffalo and Cleveland for many years, gradually shortened their journeys, as the railroad progressed, going each way only between the points touched by the railroad terminals. Knowing that Saturday night, August 28, was to open the road through to Conneaut, the proprietors of the stage lines arranged their schedules so that the night preceding, Friday, they made their last trip to Ashtabula from the east. The Ashtabula Telegraph of August 31 had this to say of the suspension of the stage service:

"The last of the stages and the east and west line of mail stages made their last visit to Ashtabula on Friday night, the 27th, after running regularly for more than thirty-five years. Thus the four-horse stages became matters of tradition, the long whips and tin horn things of the past in Ashtabula, and stage-houses evolved to hotels." Then followed a paragraph on the effect of this suspension on the general business of Ashtabula and especially on the smiths, harness makers, repairers, wagonmakers and many other lines of trade that relied largely on doing the work needed by the stage coaches.

The original rolling stock of the new railroad consisted of four passenger and three freight engines, eleven passenger coaches, three mail cars, sixty freight cars, fifteen platform cars, twenty gravel cars, ten lumber cars, and seven handcars, said equipment representing an investment of \$145,425.00. The estimated cost of 74 miles of track was \$488,962.40, the price of rails then being \$45 a ton. The sum of \$30,700 was apportioned for erection of buildings.

The locomotives were all wood-burners and nearly every passenger station had an adjunct in way of a wood shed. While the passengers were

getting off and on the trains the engine crew would be hustling to "wood-up".

The company obtained their water supply here by a novel means and the water must have been good, for it came from "Orthodox Place". That name was given to a section of the village that embraced Vine street and adjoining property on its west. In the rear of the Presbyterian Church there were several very active springs, affording a voluminous flow of water. Here the railroad company built a reservoir and, catching the water, piped it to their line of road. That constituted the supply of water until the Jamestown branch was constructed, after which the pumping station was built beside the river that supplied the road until the city water was available.

The original station building at Ashtabula which was erected by Contractor Loveland, and embraced waiting-rooms, telegraph and ticket office and baggage-room, all under one roof, was displaced in 1901 by the present splendid building and annex.

The original Lake Shore roundhouse built in 1872 had eight stalls. Very soon its capacity was doubled and the one in service now has stalls for forty locomotives.

The road was double-tracked from Ashtabula to Kingsville in 1872, and in course of a few years had two tracks its entire length. Now there are four.

The Lake Shore Company had a stroke of conscience and suspended the running of freight trains on Sunday in the year 1872. How long that lasted available history fails to relate.

When the change of fuel was made from wood to coal for the locomotives, the Lake Shore Company had 4,000 cords of wood on hand at this point.

This railroad was first called the Cleveland & Painesville, then changed to the Cleveland, Painesville & Ashtabula. When it had been extended to the Pennsylvania state line, the name of Cleveland & Erie was adopted. Shortly afterward it became the Lake Shore & Michigan Southern, which title continued until a few years ago when it was taken over by the New York Central and assumed that title.

The first accident worthy of note that occurred on the new railroad was a collision between the construction train, hauled by the locomotive "Lion", and a dead car on the track, at Kingsville. There were no casualties

but the engine was damaged to the extent of \$3,000. The mishap was laid to the fact that the engine was hauling 13 cars.

The Ashtabula & Jamestown branch, completed in 1873, became the southern feeder and outlet for the L. S. & M. S., additional advantages being obtained by the extension to Oil City from Franklin, to Youngstown from Andover, and then from Youngstown to Pittsburgh, by the completion of the P. & L. E., in 1879. The last direct connection was the "Clearfield" line from Franklin to connect with the Beech Creek road, which was constructed in 1906-7, with the design of acquiring for the New York Central and Lake Shore the shortest rail route between Chicago and New York by exactly ninety-nine miles. It was stated that fast passenger trains would be put on, running from Chicago to Ashtabula over the Lake Shore and from this point south, via the new route, to New York. Ashtabula was scheduled to become a great terminal point in connection with this new arrangement, but nearly a score of years have passed and the new route has not yet been adopted for fast passenger service. It is, however, an important freight line.

Tribulations of the First Family (By Rev. John Hall; 1856).—The first white man's habitation in Ashtabula is said to have been a small log cabin raised by Thomas Hamilton in 1801, a little above the shipyard on the west side of the creek. When the logs were ready for raising there happened to come into the creek a boat with a family on board, bound up the lake. Hamilton persuaded one or two of the men to assist in raising the body of his house. Daniel Baldwin, Esq., and Capt. James Montgomery, of Conneaut, having been previously invited, engaged to call and help him on a certain day, when returning from Harpersfield. The raising was finished and the house roof covered with bark by these men's assistance. It is presumed that Hamilton had no family, as the first family in this township has always been said to have been that of George Beckwith.

According to Col. Hubbard, the first family residence was that of George Beckwith, erected in 1803 by the assistance of his neighbors, the pioneers of Austinburg, among whom he was one of the earliest. He perished in the snow in January, 1804, some fifty rods north of the South Ridge and a few rods west of the east line of Saybrook, as he was returning home from Austinburg with a heavy load of salt, etc., on his back. Sitting down to rest, he may have fallen asleep and thus have frozen to death.

Mrs. Beckwith, with two little daughters and herself to support in the wilderness, was thus left a widow. She was a woman of great energy of character, and deserves to be numbered as a benefactress. She endured great hardships in her lone condition, but is said to have found means to assist others.

Emigrants from the East would come with loaded wagons, and not know how they could cross the creek, for the depth of the water. Mrs. Beckwith would know by the depth of the water in the stream whether it was fordable or not at the crossing place, some three-fourths of a mile below her dwelling. She would row down to their assistance in her canoe. Her method was, first, to ferry the family across the river in her canoe; then direct the men to bind on their loads stronger; to tie a rope to he end of the tongue of the wagon, giving her the other end of the rope to carry in her canoe to the opposite shore, then, the oxen having been loosened from the wagon, drive them into the stream and let them swim over; then roll the wagon into the creek, hitching the team to the rope, and let them draw the wagon through the water. The wheels would touch the bottom so as to prevent oversetting. The load was easily drawn, being buoyed up by the water, betwixt sinking and swimming, until it comes to the shore, when the rope must be shortened and doubled, and a strong pull by the team brings the load upon terra firma, on the western bank of the Ashtabula. They let their load stand and drain while they pay Mrs. Beckwith a liberal ferryage, well earned and much needed by her.

Samuel Beckwith, a brother of George, whom Col. Hubbard found with the widow in May, 1804, about four months after George's death settled on the opposite side of the creek, where he resided until 1811. In the latter part of his life his constitution was broken with hardships, and he suffered till he became insane. About the middle of October, 1813, there fell a deep and heavy snow which broke the treetops and bent young trees of considerable size to the ground, holding them down till the snow melted. While the saplings were thus bent Beckwith took his ax and a rope and went into the woods a short distance east of his house, tied one end of the rope around his neck and the other end fast to one of the bent saplings. He then struck before him and jarred the snow off the sapling with his ax. The tree sprang up forcibly and hanged him. The staddle then bent back again by his weight and when he was found he was suspended, with his knees almost resting on the ground.

Seventeen days after the body of George Beckwith had been buried, in the clothes in which he had died, it occurred to the wife that her husband must have had some money with him on his fatal trip, so she caused the remains to be exhumed and was rewarded by finding of \$10.22 in cash in his pockets. That was a happy thought for the widow, for that was a large amount of money, to her.

City Street Car Lines. The advent of the railroads at the Harbor and consequent revival of marine business caused that section of the township to suddenly become an important factor in the life of the village. The traffic between the two points was quite heavy and was taken care of by the A., Y. & P. road, which ran two trains daily to the Harbor station; and one—sometimes two—bus lines. In January, 1875, Contractor Kenneth McKenzie made a proposition to the village council to construct and equip a street-car line from "Near George Nettleton's residence on Prospect street", via Prospect, Center, Main and Lake streets to the Harbor, a distance of a little more than four miles. His proposition specified the inclusion of equipment to the extent of four new, first-class cars to seat 14 passengers each, and two 12-passenger cars, horses and everything else necessary to the operation of the road, the price completed to be \$25,000. This proposition was not accepted and the hacks continued to do a good business until 1882, when John N. Stewart, of Chicago, was given a franchise to build a street railway from the city to the Harbor. This horse-car line exacted a fare of 10 cents and was appreciated so long as it was kept up, but it was not the policy of the owner to put back for maintenance the good money that it was bringing to his coffers and the result was that in 1890 the council ordered the road removed from the streets. This order was utterly disregarded by the owner, and the outcome of the controversy was that he, while on a business trip to Chicago, received a telegram one Monday morning that he had no street railway. At midnight, on a Saturday night in the summer of 1890, by order of the city council, of which George B. Raser was president, men from the docks were put on the road with tools and by noon on Sunday there was not a tie or rail on the road where the track had been. Mr. Stewart instituted damage proceedings against the city, asking for \$100,000 to reimburse him, and he carried the case to the Supreme Court of the United States, where the city won the final contest.

The drastic measures that put the Stewart line out of business were the culmination of long-standing grievances. The determined policy of the owner to not make any improvements in his line, and to not keep his track in proper condition, brought forth dissatisfaction within a few months after the line had been put in operation, and in August, 1884, after he had refused to take proper care of the street, the council tore up the track in four places. He put his men at work and replaced the track, only to have it again torn out, whereupon he got out a restraining order against the city and soon had the road in operation again. Just before the big tearup he was warned that the public would not stand for conditions much longer, in response to which he is said to have said "The public be damned". That was the beginning of the end. About the time his line was thrown out, he was projecting an extension to Jefferson.

Right after the Stewart line quit, a franchise was asked for a line to the Harbor by H. H. Hall, A. C. Tombes, M. H. Haskell and B. B. Seymour, but their project did not become a reality.

The elimination of the John N. Stewart line was a signal for action looking to the installation of another, and it was not long in materializing. Several projects were set afoot early, but Attorney Thomas Fricker and some Cleveland men landed the plum and secured a franchise for the Ashtabula Rapid Transit Company, which built an electric line and had it in operation within two years, the charter being granted on June 3, 1891, and the cars being started April 11, 1892. This line maintained until September 1, 1922, when it was taken over by the city and equipped with new one-man cars. Incidentally it is worthy of note that Ashtabula is the first city in the state of Ohio to own its own street railway.

The Ashtabula & Lake Shore railway is an adjunct of Woodland Park, and built about 20 years ago, for a feeder for that resort. It runs from the park to the east end of Bridge street at the Harbor, a distance of less than a mile, and it is claimed it is the shortest independent electric car line in the country. The A. & L. S. Company was incorporated on Jan. 27, 1903.

Township Park Commission.—Following the passage, in 1904, by the State Legislature of an act "To authorize any township to establish a free public park", influential citizens of Ashtabula got busy and, at the September term of court, obtained the appointment of a township park commission, the personnel of which comprised the Messrs. H. M. Kunkle,

B. B. Seymour and J. F. Munsell. A levy of taxes of eight-tenths of a mill was voted, and a landscape architect of Youngstown was employed. He came to Ashtabula, looked over the different desirable locations for public parks, and recommended the acquisition of Harmon park, now Lake Shore Park. A proposition to issue \$25,000 in bonds for the purchase of this property was lost in a special election held on October 1, 1906. The December installment of taxes that year yielded the commission \$2,576.92.

The first acquisition was the property abutting Main street, on the bank, opposite Sycamore street. This was to give access to the gulf property, of which 35 acres were purchased by the commission the following month. Twenty-four acres were purchased in another lot, 25½ in another, 65 in another, 5 in another, and Mr. Munsell, of the commission, donated 22, thus giving the commission a total ownership in the beautiful Ashtabula Valley, immediately adjacent to the city, a total tract of 151½ acres, costing \$9,500.

In 1910 the commissioners purchased Harmon Park changing the name to Lake Shore Park. This tract embraces 2,542 feet of lake frontage, contains 50 acres of land and cost \$1,500. In 1919 contracts were awarded for construction of a pavilion 240 feet long, 24 feet wide and to cost \$40,000. The lake front has been graded and boulevard entrances built and one section of the property set apart for free camping grounds for automobile tourists.

In 1913 the board bought the H. D. Kunkle and W. W. Starkey properties on Walnut street, at the end of Lake street, paying \$6,000 for the former and \$30,000 for the latter, obtaining thereby a frontage on the street of 378 feet, extending to the water's edge and embracing about five acres. The Kunkle house was removed and a roadway to the beach constructed, being a direct extension of Lake street. The old Starkey house was turned over to the use of the Harbor Woman's Community Club, as a headquarters, the hilltop property of the Starkey estate was converted into a public playground, with tennis courts and on the beach was erected a commodious bathing and refreshment pavilion. There is not a better bathing beach on the lake shore than the one at this resort.

The present personnel of the township park commission consists of H. M. Kunkle, president; I. H. Pardee and J. F. Munsell, the latter secre-

tary-treasurer. Mr. Munsell is called the father of Ashtabula's township parks, as he was the originator of the project.

The Public Library.—(By Fred A. Williams.) The first Library Association that was established in Ashtabula was formed in 1813. It speaks well for the intelligence of the early settlers that such an association should be formed nine years after the first permanent settler came to the township. The association was formed, largely through the efforts of the Rev. Joseph Badger, assisted by a young man by the name of John Hall, who afterward became an Episcopal clergyman, and was for a good many years rector of St. Peter's Church. He was then a young man, clerking in the only store in the village. A small, but choice, collection of books was purchased, and John Hall acted as librarian. The association continued for quite a number of years, but finally the books were divided among the members and the association was discontinued.

In 1830 the Ashtabula Social Library Association was formed and duly incorporated. W. W. Reed purchased the first list of books on one of his trips to New York, buying goods for his store. O. H. Fitch was one of the most active members in getting the new library association started and was made librarian. The library was kept in his law office and he continued to act as librarian for over fifty years. He took excellent care of the books. After the death of Mr. Fitch, in 1881, E. W. Richards, who was justice-of-the-peace, was made librarian, and the library moved into his office.

A few years later there was a local Y. M. C. A. established (in 1888) with rooms on the second floor of the Fickinger block, and the secretary of that organization was made librarian. About 1894 the books were stored, as no one could be found who was willing to take charge of them.

Early in 1895 a committee was appointed by the school board to establish a free public library. They obtained a loan of the books of the old Ashtabula Social Library, containing about 2,500 volumes, and secured a room in the Neptune Hose Company building, which stood on the corner of Elm and Center streets, and opened the library in June of that year. In 1896 the library was incorporated and in 1903 the present library building was erected, with money furnished by Andrew Carnegie. In 1900 Miss Maria Conklin, who had been a dressmaker in Ashtabula for a great many years, died, leaving her property to establish a public library. The money

realized from her estate is now held by the library as an endowment fund. In 1923 Mr. L. Lyon died. Several years before he had turned over his library, about 2,000 volumes, which he had been collecting for some forty years, to the Free Public Library, as a reference library. He willed his property to the library to maintain and add to this collection of books.

Early in 1924 the library was reorganized under the Ohio School District Library law, as amended in 1923. By this change the library secures better support than it ever before had.

Proportional Representation.—The comparatively new system of voting known as the "Proportional Representation" plan was given its premier tryout in Ashtabula, thus giving to this city no small distinction, not only because of its having been the first to venture in that direction, but also because it is the home of the "father" of the method. At an election held on August 10, 1915, the proportional representation way of holding elections was adopted by a vote of the people, as an amendment to the city charter then in force. Today, 1924, 24 municipalities in the United States and Canada are using this new means of election.

Like all innovations in public matters, the plan had its opponents, and after it had been regularly adopted here some of the local attorneys claimed it was unconstitutional, but that question was not taken into the Ohio courts until after Cleveland had also decided upon the new way of voting, in 1921. Then it was taken up from that city and its constitutionality was affirmed by the Supreme Court of this State, the opinion being written by Judge Florence Allen, a native daughter of whom Ashtabula county is justly proud, and who is given more extended notice elsewhere.

Mr. C. G. Hoag, a Philadelphia Quaker, secretary-treasurer of the Proportional Representation League, a position which he filled for many years, without salary, was primarily responsible for the adoption of the P. R. system in Ashtabula. He brought the message of "P. R.", as it is now commonly called, to this city in 1913, soon after the adoption of the "Home Rule" amendment, which gave the people of Ohio cities the right to frame and adopt charters prescribing the form and rules of government under which the city should operate.

Stopping off here, when on his way to address the charter commission of Cleveland, Mr. Hoag succeeded in getting a few representative citizens

together, and to them expounded the virtues of the P. R. plan, showing how it could be depended upon to elect a council which would be really representative in character and to which any group or party could elect its proportionate number of members.

He also explained that this method of election fitted in very nicely with the city manager plan of government—in fact he made it appear indispensable to that plan, if it were to be really democratic and responsive to the will of the majority. Among those who heard Mr. Hoag explain P. R. was W. E. Boynton, a locomotive engineer by occupation, and at that time president of the city council. He was deeply impressed with the apparent importance and desirability of P. R., and adopted it as a part of his plan for a charter in Ashtabula, for which he began agitation, and of which he came to be known as the “father”. Mr. Boynton, who was an ardent advocate of public ownership of city utilities, confided to his friends that his underlying motive in working for a city manager and P. R. charter was to secure the adoption of a plan of city government, which, he believed, the people would feel they could safely trust with the ownership and operation of street cars and other forms of public service that are usually left to private corporations.

At the next municipal election, in November, 1913, the proposition to elect a commission to frame a charter carried by a good majority, and early in 1914 the commission organized, with P. C. Remick as president and F. R. Hogue as secretary, and began the work of framing the charter. The city manager plan was favored by nearly all of the members, but Mr. Boynton, who was on the commission, was unable to induce them to include P. R. as a part of the charter, and the ordinary election-at-large plan of elections was used instead.

Nothing daunted, however, Boynton, soon after the adoption of the charter at the November election in 1914, began to work for an amendment to it, which provided for P. R. Petitions to that end were prepared and circulated and the necessary number of signatures secured. After some delay, the council set Aug. 10, 1915, as the date of the election on the proposition.

The principal argument used by advocates of the proposed amendment was that the election of the councilmen by the straight election-at-large plan at that time provided for in the charter would not give either the people living in the different sections of the city or people having

different opinions regarding city policies the representation to which they were justly entitled. As a "horrible example" of the possibilities of the old system, it was pointed out that some time before that, a city board of education had been elected in which the six members were all members of the same ward, five of them living in the same precinct, and three or four of them being brothers-in-law.

The vote on the proposed amendment was light, and it was adopted by 558 for and 400 against the adoption. The claim of its backers that its use would give a truly representative council was fully justified by the result of the first election held under the P. R. system, on Nov. 2, 1915. This was supported by the following statement printed by the Ashtabula Beacon, which had vigorously opposed the P. R. amendment:

"Proportional representation has been demonstrated and found better than expected. In analyzing the result, we find that all sections and factions are represented in the new council. There are two from the first ward, one from the second, two from the third and two from the fourth wards; three from the Harbor and four from Uptown; one from the east side and two from the west side, at the Harbor; one from the west end, one from the south end and two from the central portion of the Uptown section of the city. Four of the old councilmen are re-elected. The dries and the wets are represented; the Protestants and the Catholics, the business, professional and laboring men; Republicans, Democrats, Socialists; the English, Swedes and Italians—all are represented, while there were more divisions than places. It would be hard to select a more representative council in any other way."

Subsequent elections have, as a rule, given similar results and the following from an editorial in the Star-Beacon of April 7, 1923, probably voices the sentiment of a majority of Ashtabula citizens, after watching the result of the P. R. plan for seven years:

"Dictatorship from some political power is a thing of the past. The people have something to say as to whom shall be chosen for city offices. The P. R. system of voting works well, and we recommend it to Cleveland, or any other municipality that wants the best in government."

The belief that a city manager charter, with proportional representation would give the people a government well fitted to own and operate important public utilities seems to be justified by the satisfaction of the people in general, with the service given by the street railway system



STATE ROAD, LOOKING EAST FROM EAST VILLAGE

of Ashtabula, which was taken over by the city on Aug. 1, 1922, and also with the million-dollar light and power plant that was completed a little earlier that same year.

While there has been considerable opposition to the P. R. method of election here, most of it has arisen from lack of proper understanding of it, and students of city government are looking forward to the time when, they believe, this plan—city manager and P. R.—in the adoption of which Ashtabula was the pioneer, will come to be the most generally accepted form of city government in America.

CHAPTER XIII.

ASHTABULA TOWNSHIP—CONTINUED.

ASHTABULA HARBOR—FIRST HARBOR SURVEY—PROGRESS OF THE MARINE INTERESTS—EVOLUTION OF DOCK FACILITIES—FLOOD OF 1878—BURNING OF THE STEAMER WASHINGTON—WILLIAM H. VANDELBILT VISITS ASHTABULA—AN EARLY BENEFACTOR—INCIDENTS OF THE WAR OF 1812—TRAGEDIES OF PASSING YEARS—ASHTABULA BRIDGE DISASTER—MONUMENT TO UNKNOWN DEAD.

Ashtabula Harbor, as the north end of the city is called, is the real base of Ashtabula's prosperity. In the beginning the river entrance afforded transportation facilities that were used by most of the pioneer settlers of this immediate region and those adjoining on the south for many miles, even to the Ohio River, for in the years from 1830 to 1852, when the first railroad came, there was a regular line of stages plying between the Harbor and Wellsville, connecting the two waterways. The distance of a little less than 100 miles was covered one way in a day, the scheduled time being 20 hours, and the fare \$4. Lake passenger steamers were making regular stops at this port and, as an illustration of the volume of passenger traffic through this point, history relates that over a thousand travelers and emigrants were transferred from boat to stage here in the spring of 1832. So great was the number of persons moving into the new West that the vessels were unable to carry all would be passengers and many had to hire independent boats. The stage facilities were likewise taxed beyond their capacity and frequently emigrants en route had to lay over several days here. This condition brought about railroad agitation that resulted in the incorporation of the Erie & Ohio River railway, designed to be built from Erie to some Ohio River point, via Ashtabula and southward through the county.

The populous center of the Harbor in those years was the east side of

the river, where are now New York Central docks. The river-front was lined with warehouses and hotels or lodging-houses. What is now Columbus street was the Ashtabula & Trumbull turnpike and in later years it was planked. Within the past couple of years, the last sign of the plank-road was taken away. That was the little old house that stood on the northerly corner at top of Harmon Hill, which was a toll-gate house.

The advent of the railroad brought the end of all this activity about the north end of the city and things were pretty quiet, excepting in the stave, lumber and salt traffic by boat and the vessel-building industry. Then came the railroads to the Harbor and with them a renewed rush in another line which caused, in a few years, a growth and development that had never been dreamed of. It was but a very few years before Ashtabula Harbor was known the country over as the greatest iron ore receiving port in the world, which title it has consistently held, with but an occasional season when conditions of trade would give the honor to some other port temporarily.

The coming of the railroad also gave promise of further greatness. In 1874 and '75 there was a big movement looking to the establishment of a rolling-mill, to be located at Ashtabula Harbor. Youngstown capitalists proposed to furnish \$35,000, if Ashtabula would donate \$25,000 and install a \$75,000 plant that would employ two hundred men. The proposition was not accepted.

It was about this time that, foreseeing a big future for the Harbor, the city council decided it would be a good thing to take that territory in. This suggestion, however, did not meet the approval of those who could see only additional taxes to help support the city, while there were others who did not see anything but additional expense for the city, and the proposition was not favored with "clear sailing".

On Nov. 23, 1874, the city council passed an ordinance for annexation "of certain contiguous territory", and a petition to annex said "certain contiguous territory" was filed with the commissioners on Feb. 10, 1875. A meeting was announced to be held in Jefferson on Feb. 15, for a general hearing on the petition and, after an all-night session, during which every angle of the case was reviewed, the commissioners made an order for annexation in accordance with the petition, whereupon the opposition promptly secured an injunction, which held matters up a couple of years, during which an agreement was arrived at and the restraining order was

dissolved on April 23, 1877, and the Harbor territory specified in the petition became a part of the city.

This section has progressed splendidly and the inhabitants take great pride in their establishments. A most commendable public spirit is always evident and their Community Club is an interesting center for civic activities.

The Harbor Special Schools, established in the '80s, have always been among the proudest possessions, and their high school building is one of the finest in this section of the state. W. E. Wenner, the superintendent, is a prominent Lyceum lecturer and has served this district for several terms as state senator.

Turva Hall, which was built some twenty years ago by the Turva Temperance Society, a Finnish organization, was equipped with a large stage and was the first and only Finnish opera house in the United States. The organization also included a Finnish dramatic society, which for some years gave frequent exhibitions in their hall.

Walnut street, which skirts the bluff overlooking the beach and lake, is one of the prettiest resident streets of the entire city.

In the early years, before the railroads began improving the lake front, there was at the east end of Walnut street Point Park, which was a favorite resort for Harborites on Sundays and evenings. The city purchased this park in 1887. Gradually, with the coming of other places of amusement, its popularity waned till it was generally deserted, and when the Pennsylvania Railway Company wanted to cut it off to make room for more track room, the city made an exchange for property up the river which was needed in a project for the plant of the Great Lakes Engineering Works, the ship-building and repairing establishment that was secured for Ashtabula in 1908, through efforts of the chamber of commerce, and "The Point" disappeared. Today there is, at the west end of the street, a section of parkage which lies along the lake front, commanding a beautiful view, but which is restricted to the use of owners and residents of a certain allotment, of which it is a part.

The Great Lakes Engineering Works has turned out a goodly number of modern ships, the first product being the steamer Louis R. Davidson, a 9,000-ton steamer of the 500-foot class, which was launched on April 6, 1912. A year ago this yard built two ocean-going ships of new design, and operated entirely by electricity.

The first bridge in use was a float, which was succeeded by a pontoon-bridge that usually went out into the lake with the spring freshets. The man whose business it was to open this bridge for boats, had to rely, generally, on bystanders to help in the operation, which consisted of hauling the pontoon section around against the dock on the east side by a long rope. It was great sport for the small boy to take a hand at the rope, and later, when improved methods were introduced, to help push the long bars of a sweep that worked a windlass. In 1889 the present steel draw-bridge was installed and this is to be displaced in the early future by a lift-bridge.

That section of the city known for many years as "Swedetown", was always considered as a part of the Harbor. Its nucleus was the farm owned by Russell C. Humphrey, which he platted in 1889 and put on the market. The convenience of its location for the men who worked on the docks on the east side of the river at once insured its success toward a new settlement, and it built up rapidly and even enjoyed, within a few years, the distinction of having its own postoffice. Its name was derived presumably from the early settlement of Swedish families. In recent years there have been many nationalities represented in the residents of that section, and they have adopted the title of East Ashtabula, which promises to be the future name.

Within the territory of this section was once the farm of Aaron Field, consisting of 275 acres, which he purchased in the early years of Ashtabula's history from Warren owners and paid for in cheese at 4½ cents a pound.

First Harbor Survey.—The following pertaining to earliest marine activities is taken from a historical sketch written by O. H. Fitch in the year 1873:

"It was early thought necessary that some harbor should be secured for the vessels employed in the navigation of the lakes, and strange as it may seem to us now, after the experience of nearly three-fourths of a century, the plan was not to make use of the rivers emptying into the lakes for this purpose, but as I was informed many years ago by the late Ralph Granger, Esq., to whom I am indebted for the following statement: It was a plan suggested by B. H. Latrobe, Esq., then (in 1807) superintendent of public works and engineer at Washington, 'which was to carry

out, from the point nearest deep water, a solid mole, or pier, to reach the depth of water required, and to terminate this pier with a crescent shaped mole, behind which vessels might lie with safety, and on which their cargoes might be deposited'.

"Timothy R. Hawley, Esq., was selected as the most suitable person to make the examination. He made a survey in 1807, and submitted his report to Mr. Latrobe, who drew a plan of a harbor, but no attempt was ever made to construct it. This is doubtless the oldest survey and plan for a harbor at Lake Erie. The survey was made from the center line of the Granger tract, about a mile below the mouth of Ashtabula Creek. After the failure of this project, the public attention appears to have been directed to the improvement of the mouth of the creek.

"In 1824 an act was passed by the General Assembly of Ohio to incorporate the Ashtabula Harbor Company, for the purpose of constructing a harbor at the mouth of Ashtabula Creek, but the company never went into operation."

Progress of the Marine Interests.—The first entrance of a sail-boat into Ashtabula Harbor was probably that of Moses Cleveland's surveyors, in 1796, on its way westward. Judge Austin, of whom occasional mention is made in this work, landed inside the mouth of the river in 1801, and the following year the Rev. Joseph Badger brought his boatload of personal effects into the stream, after he had gone ahead with a shovel and dug a channel through the sandbar that clogged the outlet. The river at that time emptied into the lake a considerable distance east of its present course. The early comers very soon realized that the river was to be a valuable asset to the commercial progress of the town they had started, and its development became a subject for early consideration. The Rev. John Hall, treating on this matter in his history written in 1856, said:

"General Gideon Granger, proprietor of the northeastern section of this township, and Matthew Hubbard, Esq., agent for Nehemiah Hubbard, Esq., proprietor of the lands about the Ashtabula, gave early attention to the subject of constructing a harbor and a town, to promote the general interests of commerce, as well as to enhance the value of their lands lying along the lake and in the back country. Gideon Granger's plan was to build a fine commercial town and a harbor on his land at the south shore of the lake, below the present harbor, and connect them with his township

and contemplated county town of Jefferson by a good road. After considerable expense in making examinations, surveys, measuring of distances, soundings, altitudes, etc., this plan was abandoned.

"Mr. Hubbard, Hall Smith, Amos Fisk, H. J. Rees, Capt. H. Wilcox, Thomas H. Smith, Esq., and many other business men and their fellow citizens, realizing the disadvantages to commerce interposed by the imperfection of the natural harbor, at the mouth of the Ashtabula, after a suspension of the subject for twenty years, resolved on renewed efforts for the construction of an artificial harbor.

"It is no disparagement to others to say that, from his prominent and advantageous position as a business man, with his innate public spirit, Col. M. Hubbard was enabled and disposed to be a distinguished patron and promoter of this important enterprise. He was the earliest permanent settler in Ashtabula and the first man of business. His thoughts were first turned to this subject while the thoughts and energies of his fellow-pioneers were necessarily engaged in the acquisition of sustenance for themselves and families, and could not, if disposed, bestow attention or expense upon such an enterprise. Hence he was foremost in the insipient measures necessary eventually to enlist the minds of individuals and of the public, and finally to engage the government in favor of this important object. Col. Hubbard should not be forgotten in connection with this and many other benefactions bestowed upon the citizens of Ashtabula."

The condition that confronted the Rev. Badger when his boat arrived at the mouth of the Ashtabula River was generally to be found, especially after a north wind, which would invariably form a bar across the outlet, which would remain until someone wanted to get a boat across, or until high water in the river would wash it away. The first quarter of a century had passed before determined action was started to make permanent improvements looking to the establishment of a harbor suitable for regular commercial purposes.

In July, 1826, T. W. Maurice, captain of engineers, made a personal examination of the local river conditions and he then recommended that the government recognize the need of an expenditure at this point. His plan was that two embankments be built into the lake until they reached ten feet of water. These fills were to run from each side of the river's mouth, extending parallel and gradually widening until their outer ends

were three hundred feet apart, thus affording vessels a conical opening to facilitate their entrance.

The first appropriation made by the government was \$12,000, in 1826, and the proposed work was commenced. In 1827-8, to meet the bills incurred by progressive work, an allowance of \$2,403.50 was made and the following year \$6,940.25. It was thought by this time that Ashtabula had a pretty fine harbor, but the far-seeing ones realized that they had only made a beginning and were determined to keep the work going. They received no further encouragement from the government, so they took the matter up with the county commissioners who, being alive to the importance of this point of commercial interests to the county, in 1830-1, appropriated for harbor improvements at Ashtabula \$7,000, with which two embankments of timber and stone were projected 960 feet into the lake, the outer end being in 14 feet of water.

The next congressional appropriation was made in 1838, when Ashtabula and Conneaut were each given \$8,000. Ashtabula had become a regular port-of-entry for the passenger steamers that had become a prosperous line of business, and which afforded the only means of easy transportation for people going either east or west, prior to the advent of the railroads. Hotels were erected along, or adjacent to, the wharfs that had been built on the east side of the river, and large warehouses were constructed by several different companies that were engaged in handling and forwarding commodities of every day need.

In 1851 Ashtabula received \$15,000 for harbor improvements, and in 1854 an allowance was made of \$13,000, while Conneaut was given that year \$11,500.

A report of harbor activities for the year 1851, showed exports valued at \$442,389 and imports at \$419,105. Ashtabula interests at that time owned ten vessels having a total tonnage of 1,741 and employing 76 hands.

Illustrative of one method of handling goods at the docks in those days, we find the following advertisement in the Ashtabula Telegraph of Dec. 31, 1850: "For Sale—The cargo of the schooner Dahlia, consisting wholly of corn and oats, is selling off in quantities to suit purchasers. The Dahlia is moored at the plank-road floating bridge, Ashtabula Harbor, and the master, G. Fargo, attends to all orders on board. Corn in the ear stands at present at 28 cents; shelled, 50 cents. Oats, 37½ cents. Mr. Fargo's importation of corn and oats is very opportune, considering the

failure of the crops of so many farmers. There is 'corn in Egypt' and prices are kept within a reasonable range."

On July 3, 1852, a storm swept away 200 feet of the east pier. The lighthouse at that time was situated on a crib about twelve feet east of the middle section of the east pier. A foot-bridge connected the crib and pier. After the storm the lighthouse was inaccessible, except by boat, and no light was shown until the seas went down. The pier was rebuilt during the following year. The pier was 14 feet wide, until 1867, when, it having become much the worse from storm ravages, it was again rebuilt, this time 18 feet wide and a 90-foot extension added. In 1868 it was built out three hundred feet farther into the lake, and the west pier was extended to the same extent. The outer ends were then in 12 feet of water.

These pier-building activities were always welcomed by a certain class, as they afforded plenty of work in their particular line. These were the owners of "stone-boats", who earned their livelihood by gathering stone from the bottom of the lake and selling it by the cord. They were dependent on building industry for their market and it often became very dull. Ashtabula had quite a fleet of these boats, which were made of the scow pattern and carried from one to five tons of stone. The crew would start out in the early morning and spend the entire day skirting the shore for miles either way from the harbor entrance, wading in water waist deep and picking the stones from the bottom and throwing them into the scow. The pier cribs were weighted down with these rocks.

During the summer of 1835 a machine especially built for the purpose was used in deepening the channel in the lower river at Ashtabula, and by fall there was a depth of water "not less than 7 feet in the shoalest places". That was sufficient for any of the boats of that day. In the fall, a goodly portion of timber for extension of the west pier was on the ground and preparations were about completed for construction of a lighthouse. At the close of the marine season in 1836, the excavation work had formed a channel 12 feet deep at the entrance of the piers and extending up the river 200 feet. Above that depth was 10 feet for 400 feet, then 8½ feet for 250 feet up channel. The next 300 feet gave 10 feet depth and above that point there was from 15 to 18 feet for a mile or more up river.

In 1870 the first regular dredging was done by the Dodge Dredging Company. The work of the dredge that was brought here to dig into the shale-rock bottom was marveled at by the people, many of whom spent

their spare time watching its operation. It was necessary, however, to do preliminary blasting in the bottom of the river in order to loosen up the rock for the dredge dipper. For this work large rafts were made with holes here and there through which iron tubes were put down endwise to the bottom and through them holes were drilled some distance into the rock, then the drill was withdrawn and a charge of powder sunk into the hole and exploded. The work of months necessitated the using of many of the iron tubes, the contract for making which was awarded to the local firm of Mann & Noyes.

When this contract had been completed there was a channel 60 feet wide and averaging $13\frac{1}{2}$ feet in depth, and easily accessible for the largest boats on the lake. Major McFarland, of the government harbor forces, pronounced it the best harbor on the lake. It was said that any boat that could cross the St. Clair flats could navigate Ashtabula River for a mile from the lake.

The first lighthouse at Ashtabula harbor was built in 1834 or '35 on a crib about 12 feet east of the east pier and some 200 feet from the beach. This lighthouse was put onto a scow and transferred to the outer end of the west pier in the winter of 1874-5. Prior to the building of the first beacon light the only guide a vessel had to the harbor at night was a lantern hanging from the end of a pole on the end of the pier.

Up to 1880, the government had expended on river improvements at this harbor \$281,653.67, and there was a channel 100 feet wide and from 14 to 16 feet deep. As the marine business grew in volume the vessels grew in size and by the end of the century they had reached such proportions that it was evident that the main river dockage facilities would soon be outgrown. There was great difficulty in getting the loaded ships around the bend and through the bridge, and when they got to the 500-foot length the railroad companies began to figure on other arrangements. The result of this condition and the situation and necessity it produced is found in the wonderful outer harbor of today which embraces over a hundred acres of made land by filling into the lake on both sides of the river, and the expenditure of fifteen millions of dollars by the two railroad companies at interest. All up-river docks have been abandoned since the building of the new harbor, in 1906-07, and subsequent additions.

The large ships have grown to a length exceeding six hundred feet

and look like giants beside the ocean steamers that occasionally get into these waters.

Evolution of Dock Facilities.—(For the following information, the editor acknowledges help from J. M. Amsden, L. W. Jarvis and J. H. Rice.) The first cargo of iron ore unloaded at Ashtabula was from the schooner Emma Mays, on June 10, 1873. The first shipment of coal from this port was in July of the same year. A cargo of coke was forwarded from here on vessel to Lake Superior on June 10 of the same year.

These first cargoes were handled in a crude manner, it being before any definite facilities had been supplied. The ore was shoveled from the hold of the vessel into buckets that were fashioned from large barrels, the barrel being cut through the middle, forming two halves, into which heavy rope bales were tied. A rigging was then fixed up by which the bucket could be drawn up to a level with a staging built over the deck of the vessel from the dock, where the ore was dumped into a wheelbarrow and then wheeled ashore. This improvised "hoist" was operated by horse-power, the horse being on the dock. The loading of coal was accomplished by wheeling it aboard in barrows and dumping it into the vessel's hold.

The development of the dock facilities for handling ore and coal has been a wonderful demonstration of the inventive genius of bright minds. From horse-power to steam-power and finally to electric-power machinery the progress has advanced, and Ashtabula Harbor docks had the distinction of being the first on the chain of lakes to adopt electric power. The experiment was so successful that today all leading docks on the lakes have abandoned steam.

The first machinery for handling ore and coal consisted of two "Lockport" machines installed just above the bridge on the Pennsylvania side. These were used for both loading and unloading. This rig was merely a boom, one end of which served as a pivotal point and the other end was swung about in the air as required to handle buckets suspended therefrom over the vessel or the car.

In the unloading of coal, those days, it took about fifty men to handle it, the coal being shoveled from the car into the buckets and then swung over the vessel's hold and dumped. The railroad equipment was diminutive in keeping with the volume of business. The locomotives were mid-gets, as compared with the mammoth ones of today and the coal and ore

gondola-cars carried but ten tons. A thousand-ton boat was a "ship". Before the machinery was introduced the coal was unloaded onto wheelbarrows that were on an elevated platform, from which a runway was built on wooden horses out over the vessel and the wheelbarrows were run out on that and dumped. This filling continued until the boat was about half loaded, and would have a pronounced "list", then the boat would be turned around with its other side to the dock and the job finished. The next step after the "Lockports" was the "cranes", that were introduced in the early '90s. The first plants installed had a capacity of handling about 1,000 tons of coal in 12 hours. In 1896 the first improved "hopper" cars made their appearance and a trestle was built over the dock, on which the cars were run out over five-ton pockets, into which their loads were dumped, and from the pockets the coal was run out into five-ton buckets, which were swung over the vessel and dumped into the hold. This was quite an advance in speed, as 3,500 tons could be transferred from the car to the boat in 12 hours.

Then came the end-gate gondola-car, which could be run upon a rig like a big teeter, the end-gate lifted and the load of coal dumped direct into the vessel. This was still another advance in way of saving time, but it did not prove practical and was soon abandoned.

Eventually the car-dump of today, which elevates the car, turns it up-side-down and dumps its fifty, sixty or seventy tons of coal at the rate of sixty cars an hour, or one every minute.

This machine is fed from an inclined track onto which the train of coal is run by a locomotive, after which the cars are handled by gravity to the foot of the elevator, pushed up an incline onto it by a "dog", and after the dumping operation, the cars are run off from the machine down a steep incline, which gives them a momentum that sends them up another incline spur over a "switch-back" and in receding from this they are run off into a siding and made up into the empty train, ready to pull out, before a locomotive is again used. A new plant of this nature is to be built at this harbor for use the coming season, which will represent an expenditure of a million dollars.

The facilities for handling iron ore have progressed just as remarkably. Before the invention of the "clam-shell" bucket machines, gangs of men went into the holds and shoveled the ore into buckets, to be hauled out a ton at a time. Today the latest type of unloaders have buckets that

are operated from the end of a tower that drops down into the hold. The bucket is rigged with an extending arm that can be sent out in any direction by the operator, who is in the tower immediately over the bucket, and below the deck so he can see the work. This machine, it is said, will take 98 per cent. of ore out of a ship's hold without any shoveling. The bucket is rated at 15 tons, but has a capacity of 17 tons and will make a round trip in about a minute.

Whereas it took from one to three days to unload a small boat, in the early years of the traffic, with the use of the modern dock facilities boats come in after dark and are unloaded, and maybe loaded with coal and gone before daylight. They move so fast that the sailors have little chance to get ashore, and the mercantile interests of the Harbor have been materially affected by this condition during the past few years.

The first job of real dredging was done from a scow, with a scoop attachment, which was worked with a team of oxen that was on board the craft. The whole outfit was conceived and built by local residents who appreciated the need of more water in the harbor before the government did.

The little old wooden-crib piers of a half-century ago have given way to massive concrete walls along the river that have been extended many hundred feet lakeward and the river entrance and whole lake front harbor are protected by a breakwater nearly two miles in length.

One of the modern ideas of transportation is illustrated in Ashtabula by the two great car-ferry ships that ply between this harbor and Canadian points. The chief traffic is in coal, but occasionally a carload of some other nature is transported. These steamers are fitted with four parallel railroad tracks in their open holds, onto which a train of thirty-two cars can be loaded and safely carried across the lake, to be switched onto some Canadian railroad. These boats are ice crushers and run nearly all winter and in the rush season of the summer, with clear sailing, they make two round trips in 24 hours.

Flood of 1878.—There were a great many residents of the county who believed that the destructive flood of 1878 was an answer to prayer. That summer had been one of the dryest every known hereabouts and everything was suffering from the drouth. The situation became so serious that in some places meetings were held for the express purpose of praying

for Divine relief. The relief came, whether as an answer to the prayers or as a natural occurrence. It came most precipitously and forcibly, and when it was over large sections of the county lay in waste.

It was nothing short of a cloudburst that made a visitation in this section on Sept. 15, 1878. The earth was so dry that it could not absorb the tremendous downpour and the water swept in sheets over the land, seeking for a common level. Rivulets and rills soon assumed the proportions of rushing torrents, while creeks and rivers overflowed their banks and swept away everything in their paths. An old resident of the interior is authority for the statement that there was not a bridge on Grand River that withstood the flood.

In numerous places where families occupied houses close beside streams their domiciles were swept away and became part of the general flotsam. A large quantity of live stock of all kinds succumbed to the torrent's strength and many families suffered heavy losses.

Probably the most exciting and spectacular point in the county was along the lower waters toward the mouth of the Ashtabula River. For miles up-river the lowlands were inundated and where the valley was broad the expanse of the water diverted the main current and saved the bridges.

At the harbor the lowland east of the river was a solid sheet of water rushing straight across to the lake, the regular channel being scarcely discernible. The flood took all small buildings that lay in its path and not a few large ones.

There were residing on the flats at that time a number of families comprising quite a little settlement. Among these, all of whom suffered more or less loss as every home was inundated, was Russell C. Humphrey and his family, whose home was close to his limekiln dock that was about where the McKinnon dock now stands. Mr. Humphrey's barn and all small buildings were swept away with contents. His horse was liberated when it became apparent that the flats would be inundated, and the animal made for Fort Hill, where it remained in safety for three days. Mr. Humphrey's loss amounted to several thousands of dollars.

Others who had exciting experiences included the families of John Cox, H. I. Patchin, Jerry Mahoney, John Taggerty, James Cullton, Dell McFarland, Charles Way, John Baptiste, John Evans, J. H. Whelpley, Andrew Ellis, George Mack, ——— Webb, and probably others.

Most of them foresaw the danger and got away to high land before

the river banks overflowed. There were some, however, who did not think there was to be any great peril and stayed with their homes, in which they had to live in the upper stories for two or three days.

It is told of one family who occupied a small house, and whose possessions included two pigs, that the man of the family tucked one pig under each arm and waded to the Columbus Street Hill, leaving his wife and two small children to get out as best they could.

The harbor tug Dexter, which was tied at the dock on the east side of the river just above the bridge, was caught with her crew on board by the rising tide and they did not dare "cast off", as there was not another place where they could tie up even if they were able to breast the current. The tug was headed toward the lake and it would have been impossible to turn it about so there was nothing for it but to ride the crest of the flood and hope that the fastening would hold and that nothing that was coming down with the torrent of water would foul the craft and break it loose. It was a very precarious position that the crew were in for a couple of days. From the west side of the river a line was shot over the tug and made fast to a large towline which was fastened to the tug to serve as a holder in case she broke loose. This line was also used to convey food for the crew, it being drawn across in baskets. They subsisted in this manner for three days.

The crest of the flood tore away the schooners York State, Jesse and Snowdrop, and an abandoned vessel named Hercules that stood in the upper river and the pontoon bridge that crossed the river at Bridge street. The York State was cast on the beach, broadside to it, almost against the washbank of Fort Hill. The Snowdrop landed at "Hannah's Hill", now known as Woodland Beach Park. The Jesse made the beach farther east and the old Hercules was dashed to pieces. The Jesse was lying at the stave dock just below the bridge. James Jeffords and others of the crew, including a woman cook, were on board when it became apparent that the boat would be carried away. They all got off excepting Mr. Jeffords, who was carried down the river. As the boat neared the lake it was drifted close to the east pier and Jeffords was able to jump off onto the pier, from which he was later rescued by men in a small boat who were able to navigate over the flats, after the water had subsided so that it was not going over the beach.

There was a tremendous sea rolling in from the lake and at the height

of the flood, when the huge incoming waves would meet the outgoing torrent at the mouth of the harbor, the water would leap high into the air. Everything that was washed out into the lake met this crest and the sight was most spectacular and thrilling.

Charles Linn, an old-time mariner of the Harbor, was in charge of the Snowdrop, and he and the crew got ashore while the opportunity to do so was good. They forgot, however, Mr. Linn's poodle dog, which went out with the boat, and must have had a rough experience, but the little fellow was found to be all safe and well, when it was possible to get aboard the vessel on the beach.

While rushing down the river the derelict Hercules came in contact with the little Canadian schooner St. Andrews, that was taking in a cargo of timber at the Haskell dock next down the river where the Jesse had been moored. A gaping hole was punched through the bow of the schooner, which was broken from its fastenings and pushed along till it in turn fouled the dredge Hercules, that was tied up near the "Old Yellow Warehouse". The dredge was forced back and up onto the bank of the river till it stuck against the big ice house below Point Park. The crew managed to get lines to the vessel and prevented it from being carried out into the lake, but it sank beside the dredge. When the water receded the dredge was left high and dry.

John O'Neil's grocery and ship chandlery store stood on the edge of the river at the east end of the old pontoon bridge. There was a vacant space east of that store and next beyond was Nettleton's store. On the opposite side of Bridge street, directly across from the space between the stores, was the Inter-Ocean, a saloon and restaurant. That building was picked up by the flood, carried down between the two store buildings without touching either, and impaled on a pile that stood high out of water at the corner of the Humphrey lime-kiln dock, where it was reduced to wreckage by the action of the water.

In the upper river, the family of Joseph Louth resided in a house that stood on the flats across the river from where is now the Ashtabula Hide & Leather plant. The family were routed out about midnight and had to wade for their lives and their home was carried down stream and dashed to pieces against trees.

Altogether, the damage resulting from the flood throughout the county was very heavy and fell heavily on many who were not well able to stand their losses.

Burning of the Steamer Washington.—One of the calamities of nearly a century ago, in which Ashtabula people were interested because of the local connections, was the burning of the steamer George Washington, which occurred on the morning of June 15, 1838, off Silver Creek, N. Y., on Lake Erie. The Ashtabula Sentinel gave the following account of the disaster:

“About 2 o'clock in the morning, of Saturday last, when nearly opposite Silver Creek, the Washington was discovered to be on fire. Alarm was instantly given and every means used to extinguish the flames, but all in vain. The fire originated under the boilers, and so great was the heat, and rapid the flames, that all prospects of saving the boat were soon despaired of. The only alternative was to save the lives of as many as possible. The engine was stopped that the yawl might be lowered, and the melting of connecting rods prevented it from being started. The ropes connected to the rudder were burned, and she became entirely unmanageable; not, however, until she had made some two or three miles nearer the shore than when the fire was first discovered, which enabled many to swim to the land, who otherwise had perished. At the time the boat stopped, they were about two miles from shore. Two loads might have been carried to the shore in the yawl, had not an accident occurred in letting it loose in the commencement. As soon as they commenced lowering the yawl, the excitement had become so great that it was immediately filled by passengers, and so anxious were they to get loose, that the ropes were cut, and all were precipitated into the lake. Consequently much time was lost in rescuing those who were thrown from the boat—and also in baling the boat. This being done as soon as possible, a full load was taken on shore, and the yawl returned for more, but before it arrived at the burning wreck, all had been forced to burn or throw themselves into the water, and save themselves by swimming or clinging to the floating movables, which had been thrown out for that purpose. The boat picked up such as could not otherwise reach shore, until it was filled, and the second load thus landed. Many were saved by swimming, being buoyed up by boards.

Amasa Savage, one of the prominent men of Ashtabula, who was on board the Washington on that ill-fated night, gives the following account of his experience: “I was on top of the wheelman's house, which myself and two or three others had torn off and thrown overboard, after the fire

had burst out through the ship's promenade deck into her cabin. When about two rods from the steamboat, William Lown swam and got onto the cabin top. But he directly cried out, 'Oh! my wife and children', and got off, but came back with a child in his arms, and got directly on top of said wheelman's house and there remained until taken off by Captain Brown and put in a small boat, the remainder of us remaining by the sides of the housetop, taking hold of it with our hands. We were in the water probably one hour and a half, and had proceeded about halfway ashore. The first and second mates were both on board said boat until the fire burst out, and likewise the engineer and crew. The mates were both with me on said wheelman's house."

The steamboat George Washington was built at Ashtabula, during the winter of 1837-8, under supervision of Capt. Nathaniel W. Brown, and was as stout, substantial and well built as any boat afloat. She was of 900 tons burden and, up to that time, the largest passenger steamer on the Great Lakes. About the first of June, 1838, she was launched and taken to Buffalo to receive her furnishings. This being completed, she started on her maiden trip, with freight and a full load of passengers, for Detroit and intermediate points. It was on the return trip down to Buffalo that she was destroyed, before she had made one round trip. There were on board at the time of the disaster between 75 and 80 passengers. Forty-five of them were taken to Buffalo on the steamer North America, which was passing that way and hove to to offer aid. Twenty-three were known to have reached shore at Silver Creek, and all but five or six of the crew were saved, so it was figured that the number burned and drowned was around 18 or 20, but just how many was never learned.

Captain Brown, who was master of the new ship, resided on the Shore road, about midway between the west end of Walnut street and Red Brook, about where the new golf clubhouse is being built. The untimely and appalling fate of the new ship, of whom citizens of Ashtabula and the Harbor were justly proud, and the construction of which had been watched with deepest interest by vessel men, because everything in her makeup was of the latest design and invention, cast a shadow of sorrow from end to end of Lake Erie. There were comparatively few steamers on the lakes in that day, and of this number, the Washington was the largest and best.

William H. Vanderbilt Visits Ashtabula.—The late William H. Vanderbilt, founder of all the Vanderbilt millions, was at one time the biggest railroad magnate in the United States, and his judgment was considered paramount. When he was the head of the New York Central Lines and its feeders, he made a visit to Ashtabula, when John P. Manning was the local agent for the Lake Shore & Michigan Southern Railroad Company. This visitation was in the year 1872, at which time the Harbor branch was under construction. Mr. Manning once related to the writer of this sketch an amusing incident of Mr. Vanderbilt's visit, which is given approximately as told:

"You know we were all proud of our new road to the Harbor, and of course the officials of the company were deeply interested, and frequently visited the scene of activities, just to note the progress of the work, for great things were expected for the future. I assumed that Mr. Vanderbilt would be equally interested, and wondered why he had said nothing about it. I finally mentioned the subject to him and said enough to imply that he was not in sympathy with that particular extension of the company's lines.

"I tried to impart to him some of my enthusiasm and urged him to run his car down there to see what a wonderful future was promised for the Harbor branch, but it was a long time before I could get his consent to take the trouble to go down. I was certain that he would be interested when he got on the ground and viewed the surroundings, but I was doomed to suffer the utmost chagrin. He gave little heed to matters to which I tried to call his attention, on the way down, and I finally gave up, and silence followed, as he did not appear inclined to be talkative.

"When the engine stopped the private car at the end of the line, I ventured to speak again, and discovered, to my dismay, that I had aroused him from a nap. I told him where we were, and he turned languidly, gazed through the windows onto a cat-tail swamp on one side and against a bank of earth on the other, and resumed his pose, saying, disgustedly, 'Why did you bring me down here? Let's go back'."

Mr. Manning lived to see the realization of his hopes for the Harbor branch, and it was a source of great satisfaction to him to think that for once the judgment of so great a man as William H. Vanderbilt was at fault. Long years before Mr. Manning passed on, his pet project had helped to make Ashtabula Harbor the greatest iron ore and coal transfer

point in the world. The little piece of sidetrack that Mr. Vanderbilt scorned proved to be, perhaps, the greatest of any one source of revenue to the great railroad which he dominated.

An Early Benefactor.—That one of Ashtabula's most progressive, prosperous and generous citizens should die a charge on the county was indeed a sad turn of fate. Such was the experience of Hall Smith, at one time one of the large landholders of the village and actively interested in everything pertaining to the growth and prosperity of the town. In view of the conspicuous figure he cut in the early days of this city, it is but fitting that he receive special mention, and we give a resume of his life and works, taken from an obituary published in the Ashtabula Telegraph of January 24, 1857, that was given at the funeral in an address by the Rev. John Hall.

Early in the last century, Hall Smith, being penniless and ambitious to seek his fortune in the new country of the West, borrowed sufficient means to equip himself for a journey and started for the wilds of northern Ohio, where he settled, first, in Austinburg, where he remained until 1809, when he purchased a considerable acreage in Ashtabula and moved to this place and opened a grocery and general store. He conducted a wholesale as well as a retail business, selling goods to merchants of neighboring towns, his trade extending over into Pennsylvania. He dealt largely in farming implements and tools, and prospered. He was very liberal in contributing to the expense of opening roads and other public benefits, and his name soon became well known throughout a wide territory. His hand was always open to the needy, and when there was anything to be done, while others hesitated, Hall Smith was always at the fore with his influence and money to boost for Ashtabula.

In 1807 he married Julia Anna, daughter of the Rev. Joseph Badger, who died two years later. In 1811 he married again, this time the bride being Achsah, daughter of Roger Nettleton, by whom he had three daughters and one son. This wife died in 1823. Descendants of the family are still living in the county.

The early needs of the inhabitants in way of mills to grind their grain and to saw their timber was met by Mr. Smith and Nathan Strong, who entered into partnership and built mills near the river at the north end of Main street, where in later years was erected a stone mill that stood within the memory of many residents of today.

In 1815, there being no convenient place in Ashtabula for holding religious and other public meetings, Mr. Smith, together with those other public benefactors of that day, Col. Matthew Hubbard, Deacon Amos Fisk and Philo Booth, Esq., erected a building to supply these wants, which, though not formally, was in fact donated to the public. This building was erected on land which now constitutes a part of North Park, and was for many years used for public meetings and as a schoolhouse, while the upper story was utilized as Masonic hall. Later, it was moved across Second (Park) street and fitted up for an academy. It was again moved and was called "Firemen's Hall" for many years.

Mr. Smith having been educated a Congregationalist, although not a member of that body, was their first and for many years their principal supporter in Ashtabula. His contributions for religious purposes were not, however, confined to that denomination. Ashtabula is indebted to Hall Smith for the land embraced in the North Public Square (now North Park), which he donated for public use.

For several years Mr. Smith enjoyed great prosperity, but at the close of the war, in 1815, he began, with many others, to suffer reverses, due to influences of the strife, and his prosperity turned. In 1827 his affairs reached a crisis. He struggled with the fates for five years more, without being able to retrieve his lost fortunes, and, in 1832, he made the last desperate effort to get back upon his feet. This involved a trip to the East, where he visited Boston, Connecticut and New York points, seeking assistance from his friends of earlier days, in way of loans, but he was not successful, and the anxiety and worry proved too much of a mental strain. He was found wandering, insane, through the streets of Albany. Friends from here brought him back home. He dwelt with friends here and there for several years, but, finally becoming so bad that it was unsafe to allow him further freedom, it became necessary to place him in confinement until the county almshouse was built, when he became an inmate thereof and there died in January, 1857. Mr. Hall was one of the earliest members of Rising Sun Lodge No. 22, F. & A. M., and that order conducted his funeral services, which were held in the Presbyterian Church in this place.

Incidents of the War of 1812.—In the history of Ashtabula Township written by the Rev. John Hall in 1856 is found the following story relative to the local conditions during the War of 1812:

"The War of 1812 was calamitous to the people of Ashtabula, in common with those of the other infant settlements along the south shore of Lake Erie, on the bosom of which floated the British fleet without opposition, during the first half of the war. Their fears were excited by frequent alarms and expectations of invasion by the enemy. The most active and strong men were called frequently out to repel such invasions, while others must go to replenish the army. Drawn away thus from their vocations, their homes, the cultivation of their farms, so necessary to the sustenance of their families, great privations and sufferings were endured. The settlement and improvement of the country were retarded and well nigh suspended. The difficulty of obtaining salt and other necessities from the East, on account of their liability to seizure by the enemy on the lake, and the high prices created by such conditions, was the source, also, of great suffering.

"The elder men who were exempt by law from military duty, but had been soldiers of the American Revolution, formed themselves into committees of vigilance and into companies, with leaders, to watch the motions of the enemy, to counsel and to fight, if the shores of Ashtabula should be invaded. These men, possessed of military experience, were useful guards and good advisers. Capt. John R. Read was in command of the regular Company N, of Regiment N, of Ohio Militia, belonging to Ashtabula. He kept his eye upon the movements of the enemy, placed guards, taking alternately out of his company and divisions of some eight or ten men, at the mouth of the Ashtabula. The writer was in one of these detachments. He was chosen to order and marshal the party, and to report their observations and doings. This was in May, 1813. The guards discovered a sail passing up the lake a considerable distance from shore. As it would have been hazardous for our own craft to sail so far from land, we supposed this to be an enemy's boat laden with supplies, and we fired upon her to bring her to. We gained nothing but a return shot from her.

"Captain Read's company was called out in June, 1813, during his absence, by Lieutenant Duty, to defend the entrance into the Ashtabula and to guard the United States stores of pork and flour in the barn of Gideon Leet, about a mile up the river, from seizure by the British troops on board the Queen Charlotte and the Lady Provost, then nearby. A party was detached to go up along the lake shore to discover the position of these vessels. It had been reported that they had anchored that morning off

Cunningham Creek, in Madison, and sent a party on shore, who butchered an ox belonging to Mr. Phineas Mixer. Having taken the beef on board, they were said to have weighed anchor and sailed toward Ashtabula. Our detachment consisted of Ira Sweet, Joshua Cone, Lewis Sweet, James Tinker, Fredus A. Sweet, Chauncey Tinker, Willard H. Sweet and other men whose names are forgotten. They were armed with rifles. In passing up along the shore they discovered a man before them hurrying on in the same direction they were going. Not expecting him a foe, they ran to overtake him, and he, perceiving them, ran to escape. When they had thus proceeded about three miles above the mouth of the Ashtabula, to the mouth of a brook running into the lake, the man they were pursuing rushed to the lake and hurried on board a large boat at the water's edge. The boat belonged to the British vessels, which were anchored as near the shore where the boat lay as they could approach. The boat was propelled by six rowers on each side and was armed with a three-pounder. Our men fired into the boat as she was shoving off, and received a shot from the three-pounder in return, which only powdered them with the sand of the beach, and hurt none of them. They fired several times more into the boat as she was hurrying off, with what execution they could not tell. For each of their fires a ball sent from the Queen Charlotte was returned, only to cut off the boughs of trees that hung over their heads. The detachment returned and reported to Lieutenant Duty and joined the rest of the company. The enemy's vessels soon appeared and anchored off the mouth of the Ashtabula, where Lieutenant Duty's forces, augmented by volunteers from neighboring townships, were prepared to oppose them, should they give battle or attempt a landing. Our men, partly exposed and partly concealed by trees and bushwood, and some of them being dressed in Indian blankets, and rushing to and fro among the bushes, our forces appeared, doubtless, to the enemy, as it was intended that it should, more numerous and formidable than they were in reality. We soon had the pleasure of seeing our enemies sailing away toward the Canada shore, leaving us unhurt, and our military stores safe, which we had resolved to consume by fire, rather than to see them fall into the enemy's hands."

Many Ashtabula residents of the present day can recall "Fort Hill", which was leveled off a few years ago and used in filling for the lake front improvement east of the river. This hill was like a wart on the landscape,

an irregular circular elevation but a few hundred feet in its circumference on the ground level and standing high above the water, with only a narrow beach between. The top gave a commanding view of the open lake. There is an old historical story to the effect that, on an occasion like the one above related by Rev. Hall (and possibly the same), the comparatively small number of men succeeded in making the enemy believe that there was a large military force on shore, by the clever ruse of encircling this hill, single file. There were not enough to form even a single line around it, but they would march solid across the front, visible from the lake, and when out of sight at one end would run around the back face and catch up with the rear end of the procession, thus keeping the line complete at all times. The result was soon realized, as hoped, and the two enemy ships in the offing decided to not attempt a landing.

A personal experience of the Rev. Hall is related by himself as follows:

"On the 18th of March, 1813, the writer, with his horse and sleigh, accompanied by Mr. Silas Foote, was transporting a load of groceries from Norfolk, Conn., for Mr. Hall Smith, of Ashtabula. I stopped my team in Buffalo, near the barracks, in which some 300 United States troops were quartered, leaving the team and load in care of Mr. Foote, while I should go a few rods to transact some business at Pratt's store. This occupied but a few minutes. Coming out of the store, I saw the load piled up in the street and Foote standing by the goods, but the team and sleigh were gone. Turning my eyes toward the barracks, I saw the team and the men, who appeared to be non-commissioned officers, were seating themselves in the sleigh. I stepped up and asked what they were doing with my horse and sleigh. They answered, 'The British are coming on the ice from Fort Erie, to take Buffalo, and we, with our fellow soldiers, are called out by the colonel to meet and drive them back.' Well, said I, if you are going to battle in the sleigh, you need a skillful and patriotic driver to lead you to victory; will you receive me in that capacity? 'Yes, jump in and drive off,' said they. I was glad to do so for the safety of my horses. We proceeded about three miles, half-way across the lake, toward the fort. The English troops left the ice, on which they were only exercising, and fled to the fort when they saw us approaching. We met our men who were in advance of us, returning. My men joined them, and I drove back to Buffalo. As we were preparing to reload, the colonel stepped up and said, 'You can not take these goods, unless you get some responsible man to pledge for you

that you will not convey them to the enemy.' A merchant, Mr. Grant, answered, 'I know Mr. Hall, and am well acquainted with Hall Smith, to whom these goods are consigned. I pledge myself that they shall be taken to him at Ashtabula, and not to the enemy.' I was allowed to proceed homeward with the merchandise."

Tragedies of Passing Years.—The growth and development of Ashtabula from the arrival of the first settlers to the present day has been attended by many calamities of tragic nature, one of which, the disaster of 1876, which is the subject of an article by itself, made Ashtabula famous the world over. The unnatural deaths of George and Samuel Beckwith, depicted under head of "Tribulations of First Family", were followed by others fully as tragic. The Rev. John Hall reviewed some of the early day occurrences in his history, written in 1856, as follows:

"The launching of the Superior in the summer of 1816 furnished the first general mourning in the community. The launching was successfully accomplished and was cheered with shouts of exultation and rejoicing, which were soon to be turned to wailings and heart-rending cries of distress. From among the great multitude on the shore, collected from surrounding townships, a great many men, women and children, and even mothers with infants in their arms, were excited to rush on board the vessel. They were moved to run across the deck, back and forth from side to side, to rock it violently. The vessel being without ballast and several sailors being aloft, high up the masts, the empty hull could not balance the swinging and rocking weight above. One rock too many proved fatal. The vessel was overset and the tall masts came over and beat the creek shore. The mixed multitude on board were all precipitated into the water at once. Men and women were struggling, sinking and gasping, presenting an appalling scene to the men on shore, who plunged in and drew the drowning ones ashore, hastening back again and again to rescue others, and well-nigh drowning themselves in their efforts to save others. By the favor of Heaven the women and children were all saved, the babies all floating on the water and being picked up. The men also who were on the deck were all saved, but the seven young men who were up the masts were all drowned, being held under water by the spars and rigging.

The next big shock to the community was the burning of the steamer Washington, particulars of which are found in a story by itself.

The Ashtabula disaster occurred on Dec. 29, almost midway between Christmas and New Year. The next serious accident that shocked the community happened on Christmas day, in 1906. A street car loaded with happy souls was picked up on the Lake street grade crossing of the L. S. & M. S. Railway by a west-bound flyer. In the twinkle of an eye sorrow and excruciating pain took the place of happiness, and nineteen persons were taken to the hospital. One-half of the street car was dragged and thrown against the end of the depot building. When the locomotive stopped, in front of the passenger station, two unconscious and badly injured women were found in the debris on the pilot. They were Mrs. Clayton Jenkins and Mrs. James Whelpley. No one was killed outright, but how any escaped death was a miracle. One of the injured died a few days after the accident.

Since 1889 there had been more or less agitation looking to a subway at this point, and but a month before the accident plans had been ordered drawn and submitted for consideration. Following this calamity there was no time lost and the subway was soon realized.

There were 13 passengers on a car going toward the city on the evening of Dec. 16, 1912, when a train crashed squarely through the center of the street car, instantly killing seven women and one man. The shock to the community is indescribable, and the effect was sorely felt in the Christmas trade and throughout the holiday season. Subway agitation was immediately started and has been going on ever since. At this writing plans are drawn and full agreements have been reached between the railroad companies and the city, but the property damages threaten to still further postpone the work that might save many lives.

On Christmas Eve, 1922, a party of five men, in a sedan, with all openings tightly closed, started across the river on Bridge street and did not notice that the draw stood open. At a good rate of speed the automobile went onto the bridge approach and plunged into the river. Four of the occupants were drowned.

On Nov. 2, 1906, when Henry Starkweather, a prominent citizen and contractor, was doing some work about the J. & F. Main street crossing, he was struck and killed by a train. That started agitation for a subway at that point, where there had been several bad accidents, but it took another one to bring decisive action.

On May 29, 1909, a P. & O. car coming into the city from Jefferson stalled with the front vestibule on the north-bound track. A train was coming through the cut from the south, and Motorman George Whelpley, realizing that he might not be able to back the car away, warned the passengers, and they all got off from the rear end, the last one just as the engine ploughed its way through the vestibule. Motorman Whelpley remained at his post and was instantly killed. That quickened the subway project and it was not long before that grade crossing was eliminated.

Ashtabula Bridge Disaster.—On the evening of Dec. 29, 1876, occurred at Ashtabula what was, up to that time, the worst disaster and holocaust in the history of the United States. Old residents who witnessed the awful scenes of that night, nearly 50 years ago, still shudder at the thought of the terrible experiences of the victims.

Lake Shore train No. 5, the Pacific Express, hauled by two locomotives, was ploughing its way westward through one of the worst blizzards that had ever swept this section. The passengers, snugly ensconced in the comfortable coaches and sleepers, were whiling away the tedious hours in their own chosen ways of killing time, reading, playing cards, visiting, relating anecdotes and otherwise enjoying themselves, little thinking of the dire calamity that lay just ahead, as a result of which so many were to never arrive at their destinations.

It was the typical cosmopolitan crowd of travelers that was, is and always will be found on trains. The happy bride and groom, the young mother snuggling her restless and tired infant, the bluff man of business who did not know there was any one else on the train, the active youngsters who kept the aisle floor warm with the patter up-and-down of their little feet, the student coming home from school or returning thereto, the husband or wife returning home from extended absence, and for whom a loved one was awaiting the arrival; everybody happy in the enjoyment of the mid-holiday time.

In the twinkling of an eye all this serenity was changed. There was a sudden stoppage of the train, then a crash, followed by the sickening swerving of the cars, a sense of falling, and then all was chaos, with the screams of the dying, mingled with the sounds of the grinding of steel and wood as they crumpled together in a common mass, and the roar of the storm that drove the snow in a blinding swirl. Immediately the scene

was illuminated with tongues of fire that shot out from the wreckage in all parts, and in a very few minutes the whole country round was lightened from the flames that were licking out the lives of scores of unfortunates.

The scene of this calamity was where the Lake Shore & Michigan Southern (now the New York Central) railroad crosses the Ashtabula River, a few hundred yards east of the depot. In the station just ahead of the train passengers were waiting to fare forth on their journeys; wives, husband or other relatives were waiting for the train to arrive that was bringing home the loved ones. There was eager expectancy and happy anticipation.

The screaming of the wind and storm outside was unheeded by those in the warm waiting rooms; they were intent only on the coming of the train that was then some time behind its schedule. Then came the sound of the locomotive whistle, barely audible through the howling elements; then flashed into view, scarcely discernible, the headlight of the engine as it came around the bend in the track. Travelers gathered their baggage and everybody muffled up and rushed out into the storm to meet the train that never arrived.

Suddenly those in waiting heard a crash and the lights of the train coaches disappeared from view. Then came the agonizing wails from human throats, and in a minute those at the station realized what had happened. The bridge had collapsed and dropped the train with its precious burden into the river at the bottom of the chasm, 82 feet below the level of the rails. There was a sudden rush toward the scene and, for a time, some hope that part of the train had escaped, as the locomotive headlight was still in view. But this hope was soon dispelled, for they arrived on the brink of the gorge to find that it was the first of two locomotives that were hauling the train that had escaped and stood with the engine on the track, while the tender hung over the abyss.

What saved this locomotive from the fate of the rest of the train was the breaking of the iron coupling device that attached it to the other engine. What caused it to break can only be conjectured. It has been maintained that the weight of the train and trailing engine was too great for the link and pin to withstand. Again it is surmised that the engineer of the head locomotive, noting the sudden retarding and stopping of the train, and, looking out, realizing the awful thing that was happening, impulsively applied more power and that that added strain caused the break.

In either event, those who were on the first engine had just cause to be thankful. The second engine was dragged backward into the mass of wreckage and lay pointing in the opposite direction from which it had been headed.

There were no telephones in those days, and it was necessary for some one to drive through the storm and deep snow to the city, a mile away, to notify the firemen and summon doctors. The snow lay nearly three feet deep on the level and it was with great difficulty that the hand-power fire pump of that day was dragged to the scene. By the time it had arrived the fire had passed its fiercest stage and was subsiding, leaving a tangled mass of steel that extended the entire distance of 150 feet which intervened between the abutments that had supported either end of the bridge.

Hundreds of citizens had gathered at the scene, in the meantime, and worked strenuously to subdue the flames by fighting the fire with snow, but tons of snow had made little impression. With the arrival of the firemen, under the direction of F. W. Blakeslee, who was fire chief at that time, the work of rescue was of uppermost importance, as there were still some who could be gotten out of the wreckage alive.

Justice could not be done; through word-of-mouth relation, to the many acts of heroism that were performed that night. Chief Blakeslee and officials of the railway who were present at once assumed command of the situation and detailed certain dependable men to assist the firemen in the rescue work, while idlers, who were there merely to satisfy their curiosity, were ordered out of the valley and had to be content with viewing the wreck from the track level, or slopes of the hills on either side.

But comparatively few of those who had gone down with the train came out of the wreck alive. For those who were so fortunate, there was no hospital to which they might be taken, but there was no lack of such refuge and care as were available. Many private homes were open to the victims and the owners or tenants were unstinted and untiring in their efforts to allay the suffering of their charges thus suddenly thrown upon their hands. The several hotels in the vicinity of the depot were soon filled and telegraphic calls were sent to all adjoining towns for doctors.

After all who were alive had been taken out, the toilers rested from the strenuous work, care being taken, however, to see that none of the quick had been overlooked. Bodies of such of the dead as had been freed from the wreckage were properly cared for, but it was not until next

morning that the general work of recovering the remains could be undertaken, because of the extreme heat from the still seething mass of steel.

In that day railroad cars were heated by stoves. When the train toppled over into one heap of twisted cars, the stoves were overturned and the result was the fire that finished the work of destruction of property and life.

During the night all freight that could be placed elsewhere was removed from the freight house and that building was converted into a morgue, to which the remains were carried as they were removed from the wreckage. The water in the river was less than two feet deep at the scene of the wreck, yet it was discovered that several of the passengers who had been caught in the wreckage had been partly submerged and thus mercifully drowned, before suffering the horrible torture from the fire that had consumed such portions of their bodies as were out of the water. In many instances only fragments of humanity were found, and these were placed with others that were disclosed in their immediate vicinity and laid out on the boards in the freight house to be viewed later by relatives and friends of the victims.

The sorrow and anguish of the survivors, who came from all parts of the country hoping to find some evident remains of their loved ones, was pitiful in the extreme. There were in the freight house nearly a half hundred bodies, or portions of bodies, that had been burned beyond any chance of recognition, but which afforded an opportunity for identification through jewelry or other bit of adornment or wearing apparel.

A bystander recalls one incident that well illustrates how the bereaved relatives would grasp at even the slightest thing recognized. A young merchant residing in Buffalo had escorted his mother to the depot and put her on the ill-fated train to go to visit another of her children in Cleveland. This son was one of the anxious ones who arrived early on the scene and he had gone from one slab to another till he had examined the remains on every one in the building. Not satisfied with that, he was making the rounds again and had come to the board beside which the man who relates this story was standing. Suddenly there was a cry from the Buffalo man and he threw himself upon the charred corpse that lay on the slab, while tears of thanksgiving rolled from his face, because he had found the earthly remains of his mother and would therefore be able to see them laid tenderly away, instead of always having to carry the burden of feeling

that they remained in the wreckage to be dragged away to some unknown spot, or to be swept down the stream when the ice should go out in the spring.

The evidence of identity had been through a small bunch of hair on the back of the head, that had been lying in the water and was therefore preserved. About it was tied a piece of narrow black tape, which the son said he had put there while aiding his mother to get ready for her journey.

Just how many souls were snuffed out in this horrible holocaust will never be known, but from the best sources obtainable, the list issued by the railroad company at the time, it was estimated that the number of fatalities would reach close to 100, while the names of about 70 survivors were learned. The list of the lost included George Kepler and A. H. Stockwell, of Ashtabula, and G. B. Stowe, of Geneva.

One noted personage who was known to have lost his life was P. P. Bliss, at that time one of the best known and best loved evangelists in this country. He and his wife were passengers, and their remains were never known to have been recovered. It is probable that they are resting with others of the "unknown dead" in Chestnut Grove Cemetery.

The list of persons known to have been on the train and who were never afterward accounted for included the following: The Rev. Alvin H. Washburn, Mrs. H. M. Knowles and child, David Chittenden, Cleveland, Ohio; Mrs. James D. Marston and child, Charles Rossiter, Mr. and Mrs. Philip P. Bliss, D. A. Rodgers, Mr. and Mrs. H. L. Hall, Chicago, Ill.; Mrs. Emeline Truworthy, Mrs. Emma Coffin, Oakland, Calif.; George W. Kepler, A. H. Stockwell, Ashtabula; Mrs. C. M. Marston, Waterville, Maine; Mrs. L. Moore, Hammondsport, N. Y.; a child and nurse of Mrs. W. H. Bradley, California; Frank A. Hodgkins, Bangor, Maine; Philip McNeil, Nottingham, Ohio; George A. Purrington, L. J. Barnard, Buffalo, N. Y.; Henry G. Rogers and wife, Springfield, Ohio; Johnathan Rice, Lowell, Mass.; Henry Wagner, Syracuse, N. Y.; Frederick W. Morom, Clayton, Mich.; Frederick Shattock, Millersburg, Ohio; Misses Charlotte N. and Martha R. Smith, Rondout, N. Y.; Misses Ellen and Mary Austin, Omaha, Neb.; G. H. Spooner, Petersham, Mass.; William F. Wilson, Boston, Mass.; Dr. A. W. Hopkins, Hartland Four Corners, Vt.; Joseph H. Aldrich, Des Moines, Iowa; J. C. Cramer, Gloversville, N. Y.; R. Osborn, Tecumseh, Mich.; Mr. and Mrs. C. Bruner and two children, Gratiot, Wis.

Notwithstanding the fact that only two or three of the victims were

known locally, the final disposition of the remains of the unrecognized dead was an occasion for general mourning and an elaborate program of ceremonies in which half the town participated. All work was suspended, stores were closed and there was a general cessation of normal activities in the community. Last rites were held in two churches, the Methodist and the Episcopal houses of worship, which were crowded to the doors during the ceremonials.

Every possible chance had been given for the identification of unrecognizable remains. The charred bodies and portions were kept in the freight house for inspection of interested persons and from time to time portions of them were identified and taken possession of by relatives. The big funeral was not held until Jan. 19, 1877, at which time there were still 19 coffins to be disposed of.

Conveyances bearing the remains from both churches combined in one procession, which was over a mile long. It was headed by a marshal and civic organizations, the Ashtabula militia and battery companies and hundreds of citizens joined in the parade. The railroad company had purchased a lot in Chestnut Grove Cemetery, wherein the coffins with their unknown but precious burdens were laid away for all time.

The railroad company defrayed all expenses of the burial of the unknown dead, and paid to friends of the dead, and to survivors, nearly a half million dollars in damage claims.

The following eminently worthy citizens constituted the coroner's jury, who were impaneled the day after the disaster and set immediately at work on their investigations: H. L. Morrison, T. D. Faulkner, Edward G. Pierce, George W. Dickinson, Henry H. Perry and F. A. Pettibone. Justice of the Peace Edward W. Richards was acting coroner, and Theodore Hall was counsel for the jury. After deliberating on what information they were able to obtain during a period of over 60 days, the jury returned a verdict that placed the entire responsibility for the disaster upon the railroad company. They contended that the cause of the collapse of the bridge was due to defective construction; that the fire that consumed the wreckage and, presumably, caused many deaths, resulted from the company's failure to observe the law, which stipulated that heating apparatus in coaches must be so constructed "that the fire in it will be immediately extinguished whenever the cars are thrown from the track and overturned".



OLD SWING BRIDGE AT ASHTABULA HARBOR



"THE ASHTABULA BRIDGE DISASTER," DEC. 29, 1876

Two weeks after the bridge disaster, Charles Collins, chief engineer for the railroad company, was found dead in his room in a hotel in Cleveland. The presence of a revolver, and other conditions, led to the general belief that he had committed suicide. It had been stated that Mr. Collins had personally inspected the bridge but a very short time before it went down and the chief engineer had been severely criticised. It was generally believed that he had brooded over this attitude of the public mind until he had become temporarily deranged and in that condition had committed the crime of self-destruction.

The absence of the bridge interrupted traffic for several months, pending the clearing away of the debris and the construction of a temporary structure. Meantime, all passengers traveling through, east or west, had the diversion of turning out from their nice, warm cars and taking a two-mile sleigh ride, being conveyed around the break via Mill Hill, day or night, as the case might be, and regardless of weather conditions. To shelter the passengers east of the break, a temporary depot was built, for a transfer station.

The excitement gradually wore away and the public mind was eventually turned toward other happenings and business. People ceased to talk about the wreck as a leading topic of conversation, and the tragedy became a matter of history.

There were, however, in Ashtabula, persons who thought it was not fitting that the graves of those unfortunates who had been unrecognizable should be left unmarked, eventually to have their identity lost in the passage of time. Expression was given to this thought and the idea began to grow on the people. Fifteen years had elapsed from the time of the making of the graves, before any action was taken in the direction of a memorial. Then, in the spring of 1891, something was started, and the result was far reaching. This shall be the subject of another caption, as it is a story by itself.

It is hard for one who was not on that train to even imagine the chaos that immediately followed the falling of the bridge, but some idea of the panic is given in an account by Miss Marian Shepard, of Ripon, Wis., who was one of the survivors. We give credit for same to the Williams Brothers History. Miss Shepard said:

"The passengers were grouped about the car in twos, fours and even larger parties. Some were lunching, some were chatting, and quite a

number were playing cards. The bell-rope snapped in two, one piece flying against one of the lamp glasses, smashing it and knocking the burning candle to the floor. Then the cars ahead of us went bump, bump, bump, as if the wheels were jumping over ties. Until the bumping sensation was felt, every one thought the glass globe had been broken by an explosion. Several jumped up, and some siezed the tops of seats to steady themselves. Suddenly there was an awful crash. I can not describe the noise. There were all sorts of sounds. I could hear, above all, a sharp, ringing sound, as if all the glass in the train was being shattered in pieces. Some one cried out 'We are going down!' At that moment all the lights in the car went out. It was utter darkness. I stood up in the center of the aisle. I knew that something awful was happening and, having had some experience in railroad accidents, I braced myself as best I knew how. I felt the car floor sinking under my feet. The sensation of falling was very apparent. I thought of a great many things, and I made up my mind I was going to be killed. For the first few seconds we seemed to be dropping in silence. I could hear the other passengers breathing. Then, suddenly, the car was filled with flying splinters and dust, and we seemed to be breathing some heavy substance. For a moment I was almost suffocated. We went down, down. Oh, it was awful! It seemed to me we had been falling two minutes. The berths were slipping from their fastenings and falling upon the passengers. We heard an awful crash. As the sounds died away, there were heavy groans all around us. It was dark as the grave. I was thrown down. Just how I fell is more than I can say. A gentleman had fallen across me, but we were both on our feet in a moment. Every one alive was scrambling and struggling to get out. I heard some one say, 'Hurry out—the car will be on fire in a minute!' Another man shouted, 'The water is coming and we will be drowned.' The car seemed lying partly on one side. In the scramble, a man caught hold of me and cried out, 'Help me. Don't leave me.' A woman from one corner of the car cried, 'Help me save my husband.' He was caught under a berth and some seats. I was feeling around in the dark, trying to release him, when some one at the other end of the car said they were all right, and he would help the man out. I groped along to the door, crawling over the heating arrangement in getting to it. While I was getting out at the door, others were crawling out at the windows. On the left the cars were on fire. On the right a pile of rubbish as high as I could see

barred escape in that direction. In front of me were some cars standing on end, or in a sloping position. I followed a man who was trying to scale the pile of debris. I got up to a coach which was resting on one edge of the roof. The side was so slippery and icy that I could not walk on it, and so I crawled over it. The car was dark inside, and oh, what heart-rending cries issued from it! It seemed filled with people who were dying. Two men, a Mr. White, of Chicago, and a Mr. Tyler, of St. Louis, helped me down from the end of the car. Then I was in the snow up to my knees. Mr. Tyler was badly gashed about the face and was covered with blood. This stain on my sleeve was from his wound. Right under our feet lay a man, his head down in a hole and his legs under the corner of the car. He asked for help, and Mr. White and Mr. Tyler released his legs, somehow, and some other men carried him away. It was storming terribly. The wind was blowing a perfect gale. By this time the scene was lighted up by the burning cars. The abutments looked as high as Niagara. Away above us I could see a crowd of spectators. Down in the wreck there was a perfect panic. Some were so badly frightened and panic stricken that they had to be dragged out of the wreck to keep them from burning up. Before we got out of the chasm the whole train was in a blaze. The locomotive, the cars, the bridge were mixed up in one indistinguishable mass. From the burning heap came shrieks and the most pitiable cries for help. I could hear, far above me, the clanging of bells, alarming the citizens. We climbed up the steep side of the gorge, floundering in snow two feet deep. They took us to an engine house, where there was a big furnace fire. The wounded were brought in and laid out on the floor. They were injured in every conceivable way. Some had their legs broken; some had gashed and bleeding faces, and some were so horribly crushed they seemed to be dying."

Monument to Unknown Dead.—(The editor is indebted to Lucien Seymour, now a resident of Cleveland, for most of the information in the following account of how the memory of the unknown dead of the Ashtabula disaster was perpetuated.) After a lapse of 17 years, prompted by persistent inquiry of friends who came to learn where the unrecognized dead of the Ashtabula bridge disaster of Dec. 29, 1876, had been buried, Thomas W. McCreary, then manager of the Hotel James, proposed the erection of a monument to mark the place where the bodies had been buried.

McCreary, a member of Unity Lodge, Knights of Pythias, at a meeting of the lodge held in the month of June, 1893, offered a resolution providing for the appointment of a committee of five to undertake the raising of funds to defray the expense of erecting a suitable monument to the memory of the unknown dead. The resolution was unanimously adopted and the following were chosen to serve as such committee: James L. Smith, Thomas W. McCreary, Norris W. Simonds, Clarence E. Richardson and Lucien Seymour. At the first meeting of the committee the following officers were elected: Chairman, James L. Smith; secretary, Thomas W. McCreary; treasurer, Lucien Seymour.

The committee proceeded to perform their duty by issuing to the public generally, and to the knights of Pythias, an appeal for funds. It was proposed to solicit a contribution of \$2 from each lodge in the state, but before this action could be taken, it was necessary to secure the consent of the grand chancellor of the Knights of Pythias of the domain of Ohio. Much to the chagrin of the committee, this consent was refused, thereby precipitating a controversy as to good policy, which ended in the committee proceeding as a committee of citizens.

The work of the committee consumed about two years, their correspondence in solicitation of funds from interested parties reaching into nearly every quarter of the globe. Contributions were received from relatives and friends living in England, France, Mexico and other foreign countries, as well as from nearly every state in the Union. In the aggregate, the gifts amounted to \$1,180.

When a sufficient sum had been received to warrant definite steps looking to the purchase of a suitable monument, the committee began negotiations in that direction. A firm located in the heart of the granite quarries of Vermont was finally awarded the contract, and operations began without delay. The result was a full realization of the hopes of the committee, for the monument was completed and erected in time to be unveiled on Memorial day, in 1895.

The attractive shaft is of the oblique style, 8½ feet at the base, and from ground to shaft is 10 feet, making the shaft one solid piece 37 feet high, 26 feet above, fashioned in alternate rough and smooth blocks of gray Vermont granite and pyramidal at apex. On the base stone are carved the names of all persons known to have been on the ill-fated train who had not been accounted for. The foundation stone also shows the

names of the committee whose tireless efforts led to the realization of a permanent memorial that has ever been admired by all visitors to Chestnut Grove Cemetery. Its location is a commanding spot on one of the main drives.

The work incident to the solicitation of funds was no mean undertaking. The method of getting the project before the people was a matter for careful consideration and it was necessary to make a considerable expenditure for printing, stationery and other essentials to a successful canvass. This preliminary requirement was taken care of by Unity Lodge, which advanced the necessary funds to get the project well on its feet.

Almost the first and greatest work was to locate the relatives of those who had perished. It was also desired to get in touch with the survivors, as it was thought that they would feel like donating, through a sense of gratitude that they were not among the number for whom the monument was to be built. The committee sent out over a thousand personal letters (and they did not have the use of a typewriter at that time). The responses to these letters were of varied nature, though generally satisfactory to the committee. One is recalled, from a woman in a Western state, who had lost her husband in the wreck. In response to the solicitation, she said she was not interested in making a donation, as she had married again.

The citizens of Ashtabula donated liberally. The Ashtabula Rapid Transit Company, operating the city car line, donated the fares on the cars on a given evening, which resulted in a very respectable donation, as the offer of the company was given widespread advertising and people were urged to take a car ride on that night. The opera house, of which J. L. Smith, of the committee, was owner and manager, gave a benefit performance. Orchestras donated their services for benefit events. The papers were unstinted in giving their space to publicity. As amusing as was the incident above related of the woman who was not interested was the offer of an itinerant dentist who struck town during the campaign. He had no interest in the project, excepting that he was a Knight of Pythias, but it looked like good policy to get aboard, so he advertised that on a certain date he would not only extract teeth without pain, but he would donate the entire proceeds of the day to the monument fund. He was a tired dentist that night, and the fund was considerably augmented.

Among the donors who did not contribute as relatives or friends were Governor William McKinley Jr., who was later made President of the

United States; Mrs. James A. Garfield, widow of the former President; Hon. L. C. Reeve, Erie; C. A. Coffin, general manager of the T. & H. Electrical Company, Boston; Samuel Mather and the M. A. Hanna Company, vessel firms of Cleveland; Evangelist Ira D. Sankey, boon friend and associate of P. P. Bliss; Unity Lodge, Knights of Pythias, and the general public. The railroad company made a conditional offer of \$200 for the fund, but the conditions named were such that the committee declined the donation.

In connection with the promotion of the monument project, Unity Lodge members had a rather exciting experience. After defraying the expenses of the committee for some months, it was finally felt that the lodge had done all that it could consistently stand toward the effort, and had to decline to aid further. That put it up to the committee to meet their own expenses, which they did, and the result was a very generous donation from each of them, in addition to all the hard work they did for nothing. The refusal of the grand chancellor to allow solicitation of state lodges was a big disappointment to the committee, but they were not to be daunted so easily, so they conceived the idea of making it a personal matter. Accordingly, they sent a personal letter to one member whose name could be obtained, of each lodge, explaining the situation and asking him to solicit small donations from individual members to the extent of \$2 total. By this means they hoped to accomplish their original design, without implicating the lodge. Hearing of this action, the grand chancellor issued a circular to all lodges, stating that the committee in Ashtabula had violated his orders, and demanded that the letters to individuals be recalled. The committee refused to recall the letters, on the grounds that it was a personal matter and one in which the grand chancellor had no concern. This resulted in an order being issued by the grand chancellor, suspending Unity Lodge, and his representative was sent here to take up the charter, pending an investigation.

When the matter had been reviewed and explanations made, the grand chancellor reconsidered his action and the lodge was restored to good standing in its domain, but the monument project had to be continued entirely outside of any lodge connection.

The ceremonies attending the unveiling of the completed monument were held in conjunction with the Grand Army of the Republic and constituted the most elaborate Decoration day demonstration ever made be-

fore or since in this city. The exercises of the day began with a procession consisting of relatives, friends and invited guests, mayor and city council, lodges, visitors, fire companies and other organizations, and included the personal appearance of the famous old war horse, "Ned," which animal's presence had been secured for the day. The procession was formed at North Park at 1 p. m. and, headed by Maj. Frank Viets, as marshal for the occasion, and the Citizens' Band, of Painesville, the line of march was through the business section to Chestnut Grove Cemetery, where it rested in a circle surrounding the monument.

The Hon. Henry Fassett, as president of the day, assumed charge of the ceremonies at the cemetery, attending the unveiling of the shaft. The program was opened with a prayer, following which Lucien Seymour, of the committee, gave a short address and, at the close of his remarks, pulled the string that unfurled the flag from around the monument.

At this instant there occurred a phenomenon which seemed to imply that Dame Nature wished it known that she appreciated the import of the occasion. It was a terrifically hot day, with scarcely a breath of wind to break the monotony of the oppressive heat. As Mr. Seymour pulled the rope, the flag hung limp about the shaft for a few seconds, then, as if to assist in the effectiveness of the occasion, a strong gust of wind came from out of the clear sky, which spread the flag so that it stood straight out from the monument and formed a veritable canopy above the throng of bystanders. The occurrence seemed to impress every witness.

The Hon. Harry A. Garfield and the Hon. J. H. Hoyt, of Cleveland, were speakers for the occasion, and the Emerson Male Quartet and the band furnished the music.

During the ceremonies at the cemetery, the locomotive "Columbia", which was the one ahead of the ill-fated train, that poised on the brink of the chasm, occupied a position on a sidetrack near the cemetery, appropriately draped.

CHAPTER XIV.

AUSTINBURG TOWNSHIP.

TORRINGTON LAND COMPANY—JUDGE ELIPHALET AUSTIN—TOWN OF AUSTINBURG—FIRST CHURCH IN RESERVE—FIRST HOTEL—FIRST WOMAN—THE INDIAN'S FAREWELL—GRAND RIVER INSTITUTE—EAGLEVILLE.

In the lottery apportionment, mentioned elsewhere, Eliphalet Austin, William Battell, Samuel Rockwell and Ephraim Robbins became the joint owners of Township No. 11, Range 4, embracing the acres later named Austinburg, to perpetuate the memory of the first named owner. The holdings of these four men represented an investment of \$12,893.15, and their ownership included 15,645 acres. This was all forest land, with a beautiful river skirting it, which promised wonderful facilities for transportation and power for a community, as this river entered Lake Erie, a few miles away. The owners of this land were still back in Connecticut and, after the drawing had been completed, they and the men of the company who had drawn land immediately adjacent to that held by Austin and his partners held a conference and decided that they would proceed at once to clear and develop their property and make it attractive, in hope of an early colonization. They formed the Torrington Land Company, and immediately set preparations afoot for organizing an initial party, to include some of the owners and others, to set out for the new country, and learn what successes or failures it might hold for them.

The early history of Austinburg is very aptly related by the Rev. S. D. Peet, at one time an Ashtabula minister, who prepared it for the historical work published in 1878 by Williams Brothers. Taking up the thread of the story at this point, he writes:

“After the purchase, and this singular allotment of the land, the Torrington Land Company resolved to immediately attempt the colonization of their purchase. This first resolution, however, fell short of its purpose.

The enterprise was committed to Colonel Blakeslee, as the leader, and preparations were made to set out at once for the region. It is said that Colonel Blakeslee went so far as to deed his property and receive a title to land in Austinburg in exchange, together with a grant of 70 acres on Grand River (the one skirting the property), including a mill site. It will be discovered from the records of the surveying party that the township now called Austinburg was designated in the field notes as 'Blakeslee'. The undertaking was abandoned, however, as a prospect of a war with the French and some fear of Indian disturbances discouraged the party and broke down the enterprise. Colonel Blakeslee therefore abandoned the property and afterwards took a commission in the army, which had been called by order of President Adams, and served until the adjustment of difficulties, in 1801.

"About the same time a singular incident befell one of the members of the company, which resulted in a way least expected, but which proved almost providential, at least a blessing in disguise. Judge Austin, the leading spirit of the company, was bitten by a mad dog, and symptoms of hydrophobia developed, nearly baffling the skill of the best physicians. He was advised to leave his home and divert his thoughts from his condition by traveling in other parts. This resulted in his resolution to make a tour to his wild lands in the West.

"Accordingly, in the spring of 1799, Judge Austin, accompanied by Roswell Stevens and his bride, and three young men, David Allen, Anson Colt and Samuel Fobes, all of whom he had hired for the purpose; and George Beckwith, his wife and two children, set out with farming tools and a team on the long journey.

"All traveled together until they reached Schenectady. There he put the married men and their wives and children abroad a couple of small boats, and the three single men and himself proceeded by land. The land party having arrived in the vicinity, Judge Austin proceeded at once to Harpersfield, to the home of Alexander Harper, and thence to the landing, hoping to find the boat. Not meeting the party there, he returned to the Harper home and went to bed.

"During the night the household was aroused by the voice of a messenger, who had come to tell them of the safe arrival of the boat party, and next day the goods and provisions were transported to Austinburg on sleds. Cabins were soon erected. These were constructed from

unhewn, rough logs, with bark roofs held in place by poles lying cross-wise from end to end of the cabins. The cabin occupied by Judge Austin stood on the spot now (1876) occupied by Irving Knapp's brick building. George Beckwith's cabin stood near where is now Grand River Institute.

"As soon as Judge Austin and his company had settled in their new homes, they began the work of leveling the forest and clearing the land for the first crop of wheat. He spent the following summer visiting other holdings in that vicinity and their tenants, and in the fall he returned to his Eastern home.

"The names of Deacon Noah Cowles, Capt. Joseph Case and his son, afterward Deacon James M. Case; Adna, Solomon and Joseph B. Cowles; Roger Nettleton, Dr. Orestes K. Hawley, John Wright Jr., Jonah Moses, Daniel C. Phelps, Isaac Butterfield, Ephraim Rice, Calvin Stone, David Allen and Sterling Mills, together with Judge Eliphalet Austin and his family, were members of the colony which, under the leadership of Judge Austin, started in the spring of 1800, from Connecticut, and eventually joined the others in Austinburg.

"Judge Austin transported from the East, on this trip, the first stock of goods taken into Austinburg, consisting of groceries, clothing, boots and shoes, hardware and various implements which would be necessities in the work he knew to be before his party.

"The first crop of wheat gleaned in 1800 was taken by Judge Austin to Newburg to be ground, that town boasting the only mill in the section.

"That fall several of the men of the colony returned to their Eastern homes to get their families and belongings.

"These first settlers were devout Christians, and from the time of their arrival they observed their devotions as circumstances would permit. For some time they assembled regularly at the home of Judge Austin, for divine worship. These meetings soon became known to settlers far around and many came in each Sunday to share in the devotions. When the attendance had become too large for the Austin home to accommodate, they repaired to the large barn, where meetings were held for a long time. The home of Deacon Mills, who resided in another section of the township, was also the place for holding devotional meetings."

Following farther the relation of Rev. Pett, we learn that, according to his statement, the first sermon ever heard in the Western Reserve was delivered by the Rev. Joseph Badger, of Blanford, Mass., who had been

sent into the new country by the Connecticut Missionary Society as the pioneer missionary and general evangelist. His first sermon was delivered in Austinburg, on October 19, 1801. On Thursday, October 24, 1801, according to Rev. Badger's journal made at that time, "ten males and six females" assembled and instituted the first church organization in the Western Reserve.

The town of Austinburg was located on a girdled and partly cleared road, laid out by the first party of surveyors who traversed that territory, in 1798. As immigration from the East continued and family after family settled in other small colonies, a few miles removed in all directions, it soon became necessary to establish means of communication with these settlements, and to that end other roads were laid out.

In the winter of 1800 the men of the Austin party cut a road from Austinburg to the Ashtabula Creek. This road intersected the original girdled road at Austinburg, and in following years was gradually extended through Morgan, New Lyme, across a corner of Colebrook, to Wayne, and on through Gustavus, to Kinsman and Poland. This came to be known as the "Salt road". Other direct roads were subsequently made to Harpersfield and Jefferson.

A story of early utility of the Grand River is related. Finding river transportation much easier than land, the early residents along that stream made "dugouts" from large logs and used them as cargo craft, loading them with salt, lime, household goods, groceries and other commodities, and transporting same from Gregory's Mills, in Harpersfield, to Griswold's Landing, in Windsor.

Grand River, which meant so much to the early and later history of Austinburg, rises in Trumbull County and crosses Ashtabula County near its western border, emptying into Lake Erie at Fairport. On this stream, in the township of Austinburg, the first sawmill in the county was erected in 1801, by Judge Austin. Close to it was also built the first grist mill in the county, by Ambrose Humphrey. Previous to the erection of this grist mill, a crude device had been used by those who did not have the means or opportunity to transport their grain to the nearest mill, at Newburg. A horse-power mill of crude construction, having a single buhr and making a very coarse grist, constituted the slow and tedious process by which flour was obtained. The man who had a grist to put through would

carry the same on his horse to this makeshift mill, and, attaching his horse to the sweep, would do his own milling.

The decision of the Rev. Badger to make Austinburg his future home constituted quite an acquisition to the social life of the colony, as he had a large family. They settled in the south part of town.

The result of the first real revival in Ashtabula County, which was held in Austinburg in 1804, was the bringing into the church of 41 new members, and the Lord's Supper was administered to 62 persons. There was not yet any preacher for the church. Rev. Badger supplied the pulpit when he was at home, but much of his time was spent elsewhere in pursuit of his missionary calling.

First Church in Reserve.—This organization effected on Oct. 24, 1801, constituted the first church society on the Western Reserve of Connecticut. It was a dozen years after the organization before their regular meeting house was built. It was started in 1812 and finished several years later. Money for its construction was raised on subscription, up to the steeple, which crowning glory was paid for by the women of the congregation. It was the first building at the raising of which the use of whisky as an essential part of the ceremonies was dispensed with. The women decided it was not fitting to the occasion, but they furnished a substitute in way of home-brewed beer, flavored with sassafras and other herbs.

The need for a minister was supplied in a most unusual manner. Judge Austin's wife, one of the staunch members of the society, decided that they must have a pastor, and, as the men were all busy, she started out on horseback, alone, for Connecticut, where she succeeded in engaging a preacher, the Rev. Giles H. Cowles, and returned with him a few weeks later to Austinburg. He was duly installed as the first regular pastor of the Austinburg church and also for the church at Morgan. The installation ceremonies took place in Deacon Mills' barn.

The Sabbath of the early settlers began with sunset on Saturday evening and ended with the setting sun on Sunday evening. During that interval no work of any nature was tolerated, and "sparking" was even taboo.

First Hotel.—In 1850 Capt. L. B. Austin erected the first "public house" in Austinburg, and, in honor of this progressive step, the citizens called a meeting, which was held in the new tavern, at which they had a

big celebration and incidentally passed resolutions thanking Mr. Austin for his public spirit and progressiveness.

The First Woman.—The first woman in Austinburg is said to have been Mrs. Sterling Mills, who, accompanied by her husband and with a baby in arms, spent a night without cover excepting the dense forest trees en route to the "Austin Camp".

The Indians' Farewell.—For a number of years after the white settlers began making their homes in Austinburg, the Chippewa Indians continued to make annual spring visitations to that township, for the purpose of making their year's supply of maple sugar. The white residents became quite familiar with the Indians' language and manners and there was no disturbing element in their coming, as the Redmen were always well behaved and peaceable. On one of these spring pilgrimages of the Redskins, the whites noted with considerable interest and wonderment that the number of visitors was much greater than usual, and upon inquiry learned that this was to be the last coming of these old lords of the forest. When they had completed the object of their visit, they sent several of their number to the "Beaver Meadows" (the big marsh, which is the subject of another article herein) in quest of beavers, and they invited the settlers to join them in the farewell feast, at which beaver meat was the crowning dish, and over which Chief Omich pronounced the valedictory of his race to the newcomers.

Grand River Institute.—One of the permanent and worthy establishments of Ashtabula County is the Grand River Institute, in Austinburg, which was founded in 1831 and still continues a prosperous institution. From a historical sketch written by the Hon. Granville W. Mooney and Edwin F. Moulton in 1912, and loaned the editor by Prof. E. W. Hamblin, the present principal, who has served in that capacity since 1908, the following history of the institution is obtained.

The charter for the school that is now Grand River Institute was granted by act of the Legislature on Washington's birthday, 1831, to the Ashtabula County School of Science and Industry, its purpose being stated as for the "founding of a manual labor school to educate pious and worthy young men for the gospel ministry". The incorporators were the Rev. Giles H. Cowles, Jairus Guild, Dr. Orestes K. Hawley, the Rev. Eliphalet Austin, Moses Wilcox, Ward Childs, Joab Austin and Gaius W. St. John.

It is claimed that this school is the oldest educational foundation on the Western Reserve and among the oldest schools in the State of Ohio.

Immediately after the founding of the institution, Dr. Hawley endowed the school with his property at Mechanicsville, which was a valuable one for those days. It embraced a woolen mill, a grist mill and a linseed oil mill and some land.

The first building for the institution of learning was erected on this land, near the bank of the river, and it is still in existence, being now used as the boys' dormitory. Lucius M. Austin was then teaching a select school in the cooper shop, and he was made the first principal in the manual labor school.

By 1836 this school on the bank of Grand River had attained to one of considerable importance and was attracting students from beyond the borders of the state. During the year 1835 Joab Austin offered to substantially increase the endowment, on condition that the school be moved to its present site and the name changed to Grand River Institute. This proposition was accepted, and the moving of the building was one of the interesting incidents in the history of the school. The building is a two-story structure, 36 by 50 feet, and constructed with the ponderous framework that was characteristic of that period. It had to be moved about three miles, the route including one heavy hill.

Moving machinery was entirely wanting in that pioneer settlement, and it was no small undertaking to construct the necessary trucks and wheels upon which to convey the structure. After many weeks of preliminary planning, the building was raised and placed upon its improvised trucks and the entire populace for miles around was on hand to witness the rare sight of transporting such a mass to a new location. A hundred yoke of oxen were attached to the building, by direct draft, and the caravan progressed finely until the hill was reached, but when the great trucks started up the grade, the chains snapped under the strain like so much twine and all efforts of the blacksmiths to repair them successfully proved futile and the project threatened failure. Finally a sailor, who happened to be in the crowd, suggested that a towline such as were used on the lake vessels would do the work. The farmers and crowd generally were skeptical that any rope would hold a draft that had snapped their chains, but the sailor insisted and an ox cart was sent to Ashtabula Harbor for a "hawser". The sailor was vindicated, for the big rope withstood the strain

and the building followed the drove of oxen to its present location in Austinburg.

In 1840 it was decided to admit young women students, and the institute became a "co-ed" school. This was not accomplished, however, without a great amount of discussion over the wisdom of allowing the young men's prospects to be endangered by the admission of females on equal standing. At this time the "higher education" of women had scarcely reached its experimental stage, and there was not a co-educational school of any importance in existence. Mary Lyons had but just founded Mt. Holyoke.

Admission of the young ladies necessitated the erection of the Ladies' Hall. Grand River Institute thus became one of the pioneer schools, not only in advocating co-education, but in working out a successful policy for the administration of such a school, and it is of interest to note that the first lady in charge of this department was one of Mary Lyons' first two graduates, Miss Katherine Snow. She was succeeded by Miss Betsy Cowles, who afterward became so pronounced a leader of the anti-slavery movement in Ashtabula County.

The school prospered wonderfully during the decade of 1836-46. There were over 200 students, representing 15 different states and territories. The Ladies' Hall was so crowded that trundle-beds were made to run under the old-fashioned high-posters, so the capacity of the dormitory might be increased. It was certainly not the luxurious surroundings to be found at this school that attracted the students, for, as late as 1846, a catalog announces that "rooms for men are furnished with a bedstead, and those for young ladies have a table and chair in addition".

Some of the earliest publications of the school contained descriptions of the best ox cart routes to take for those living within a hundred miles of the institution. Those coming from greater distances were advised to come by the Great Lakes, as they could most conveniently reach the school by way of the 11-mile route from Ashtabula Harbor.

Among the early laws of the school were found curious requirements, among which are said to have been: "The stove and the bedstead belong to the school. Students are not expected to remove them when they depart." "Coals or fire are not to be carried through the halls, or from one building to another, except in vessels designated for that purpose."

The Ladies' Hall that was erected in 1840 was burned in 1857, but was immediately rebuilt.

The next occurrence which seriously influenced the work was the outbreak of the Civil War. The abolition sentiment had always been strong in both school and community and Austinburg had been for many years one of the most important stations on the "Underground Railroad". Joshua R. Giddings and Benjamin F. Wade were both at hand to arouse the sentiment of patriotism to its highest pitch. Many were the runaway Negroes who found their way to liberty through the connivance of the large-hearted but exceedingly shrewd Yankees of Austinburg. A son of John Brown was a student in this institution at the time of his father's famous and disastrous raid at Harper's Ferry. It hardly needed the stirring eloquence of James Monroe, Stephen Foster, Parker Pillsbury, Abbey Kelley and William Lloyd Garrison to create an intense interest in the impending struggle, yet these and other famous abolitionists came here and came to find a community, church and school united in its conviction of right; a pulpit that dare preach it, and a community that dared make its convictions effective, and wholly able to take care of itself in the act. When the call came, the young men of the institute enlisted almost in a body.

Grand River Institute had not recovered from that depletion up to 1868, when Jacob Tuckerman, a rising young educator, was called to the principalship. Under his management, however, the school again grew rapidly in numbers and influence. Prof. Granville W. Mooney was principal from 1897 to 1904.

In later years Grand River Institute has kept pace with the constantly enlarging curriculums and become a high-grade, college-fitting school. The present principal, Earl W. Hamblin, has been at the head of the school since 1908, and his good wife has been preceptress during this time. They have more than made good in their positions. Dr. Moulton, who has been intimately acquainted with the conduct of G. R. I. for more than a half century, says: "Mr. and Mrs. Hamblin were both born and made for the high positions they hold today. If Professor Hamblin has a superior, it is his wife—and if Mrs. Hamblin has a superior, it is her husband."

Eagleville.—(By Mrs. Laura Peck Dorman.) Eagleville is a settlement that was many years ago established in the south part of Austinburg Township, on Mills Creek. The colonizing of this particular section

was occasioned because of the exceptional water power afforded by the stream, which, like all other inland waterways of this county, was much more voluminous when the forests prevented the rapid evaporation than it is today. The creek was named after the Mills families, who had settled upon its banks in the early pioneer days. So far as I am able to learn, the first settlement in this section of the township was in 1806. Among the earliest settlers were the families of Maj. Clement Tuttle, and Deacon Constantine Mills, both of whom were soldiers in the war of the Revolution. They were great-grandparents of the writer of this sketch.

The Tuttle family came from Connecticut in a very large wagon, drawn by six yokes of oxen, I have been informed. I think 14 persons came in this wagon. I have seen a spinning wheel and an arm chair that were transported to the "New Connecticut" in that wagon. In that chair, with her first baby in her lap, rode Mrs. Ira Tuttle. There were also the twin sons of Major Tuttle, Ira and Ara, and his daughters and others. Of the Mills name, there were two families, the respective heads of whom were Constantine and Sterling. The wife of Constantine Mills, who was Philecta Way, was the daughter of a lady whose maiden name was Hannah Sterling, of the Sterling Castle family, in Scotland.

Among the early settlers were the families of Deacon Case, James Stone, Guild, Price, Walcott, Beach, Osborn and Wright, and a little later came the Hills, Austin and Sellick families. Coming down to the fifties and the sixties, there were the families of Howard, Brown, Lee, Peck, Williams, VanWarner, Ensign, Cushman, Smith and others.

Eagleville was named because of an eagle that habitually perched upon a mill. I suppose that this was the first mill, for this place soon became a thriving town, with numerous industries. I judge from what has been told me that the most active period of the village was between 1820 and 1840. There was a grist mill that later expanded into a regular flouring mill; a saw mill, tanneries, three blacksmith shops, a three-story cabinet factory, a hattery and other industries; then there were general stores, a millinery shop and a shoe shop. Students came from some distance to attend the splendid school of the village. A Disciple Church was founded at an early date, and some of the residents centered their interests in the big Congregational Church at Austinburg Center, until a church of that denomination was built at Eagleville. The town also boasted a large hotel at one time.

It is a matter of no little interest, historically, that the village of Eagleville at one time came within one vote of putting the county seat in Austinburg Township, instead of Jefferson. The two towns, Eagleville and Jefferson, were being considered, and a sharp controversy was waged as to which should have the honor of being the county's seat of authority and possess the forthcoming court house. When it came to a settlement of the question, it was done through a vote of the authorities the matter had been left, and the vote was tied, leaving the deciding ballot to be cast by the chairman of the meeting. He, being a resident of Jefferson, cast his vote in favor of that town.

Interest ran high in Eagleville when the Ashtabula & New Lisbon Railroad was projected, and matters went so far that grading was started. But it was abandoned, and farmers' line fences were placed in the middle of the graded roadbed.

Eagleville has always been a great dairying section, but the cheese factory that used to take care of the milk has long since given way to the demand of the city, and all the spare milk is now shipped to Pittsburgh. I do not know what became of the larger buildings which had disappeared before my day, but, one after another, the large dwellings and a large general store have been destroyed by fire; three buildings have been razed; they were the old hotel, the cheese factory and a large old mercantile building, and the lumber in them shipped to other places for use in building. The old families and most of their descendants are gone. Three children of Mr. and Mrs. L. W. Peck still reside on land once belonging to Ira Tuttle, in whose family Mrs. Peck was the youngest child. A great-granddaughter lives in a house on the spot where Mr. Tuttle first settled. The first house was a large log structure, in which the twin brothers, Ara and Ira, dwelt.

The next neighbor on the north was Col. Roswell Austin. I can recall him and his wife as very aged people. He was very eccentric, as was also his son, Henry, who succeeded him in ownership of the farm. When Henry was a well grown boy his father sent him one afternoon to drive up the cows. He left the house and disappeared and was not seen again for years. Exactly seven years, to the day and hour, he was next seen there, driving up the cows from the Mill Creek flats. His father's only remark, as the boy came up to the house, was: "Henry, you've been a long time getting those cows." Grandchildren of Henry Austin still live on land that was once a part of this farm.

CHAPTER XV.

ANDOVER TOWNSHIP.

FIRST SETTLEMENT IN 1805—WEST ANDOVER—EARLY FAMILIES—CHIEF INDUSTRIES—JOHN BROWN'S RENDEZVOUS.

Andover, officially recorded as "Township No. 9 of Range 1", was originally included as a part of Vernon Township, in Trumbull County. In 1807 it was brought within the boundaries of Ashtabula County, as a part of Wayne Township. It came into its own in 1819, when it was given its name, and its territory also covered what is now Cherry Valley. In 1827 Cherry Valley was relinquished, leaving the present township boundaries.

Epephras Lyman is credited with being the first white man to undertake to establish his permanent home in Andover. That was about 1805. Lyman came to this section unmarried. He proceeded to erect for himself and his meager requirements a cabin home, wherein he dwelt in solitary fellowship for about five years; then secured a housekeeper and helpmeet in the person of a fair daughter of Stephen Brown, whose home was in Austinburg.

The first family that chose Andover for a future habitation was that of Zadock Steele, who came from Connecticut with his wife and son in 1808. Mr. Steele erected the first log house in the township. To this family is also credited the first boy baby born into an Andover family of white parents, in 1809.

It appears that this Steele family, though the first permanent settlers, were not the next to arrive after the advent of Epephras Lyman, for it is chronicled that in the year 1804 a daughter was born to Mr. and Mrs. Rufus Houghton, during their temporary sojourn within the confines of Andover Township. This child, so far as can now be learned from history, was the first white baby born in the township.

An interesting story, in which canine sagacity plays the chief role, is told in connection with the arrival of the Steele family heir. Mr. Steele

owned a dog which divided its time between the home kennel and the neighboring habitat of Samuel Tuttle, the nearest settler, who lived over the line in Williamsfield Township. This knowing dog had been taught to carry messages and packages between these two families, who were on close friendly terms, and occasion arose in which he doubtless saved a life. When it came near the time for the realization of Mrs. Steele's expectations, in order that she might have proper care through the coming ordeal, she went to the Tuttle home, to remain until after the confinement. Thus it came about that the first boy born to Andover parents was not born in that township, but in Williamsfield.

As soon as able to again assume her household responsibilities, Mrs. Steele returned to her home. It developed that she had overestimated her strength, for she was taken suddenly violently ill, and circumstances were such that the husband dared not leave her. Thereupon, he bethought him of the dog, and he wrote a note to the Tuttles and, tying it to the dog's neck, he started the animal out, and the desired aid came in time to forestall the threatened visit of the Grim Reaper.

The first death in Andover occurred at the home of Rufus Houghton, when his wife passed away, on Dec. 4, 1816. Her's was the first body deposited in the new allotment that had been deeded to the township two years previous by Aristarchus Champion, to be used as a burying ground for future generations.

In 1812 Francis Lyman and family settled in Andover. About that time Isaac H. Phelps moved in from Harpersfield and built a two-story log grist mill. He had a part of the machinery in when the news of Hull's surrender reached the settlement and threw the whole country into such a state that he gave up his project and returned whence he came.

In 1814 Rufus Houghton, whose former sojourn had been but temporary, moved his family from Harpersfield and took up permanent abode in Andover. He bought the mill built by Phelps and established a business in that line.

Norman Merrill was the next settler, and descendants of both his and the Houghton family still reside in the vicinity.

Among the early families, also, were those of Samuel, Theodore and Charles Wade, who came in 1820, and their father, James Wade, and Benjamin F. Wade came in 1823. The last named later gained fame as a United States senator because of his undaunted stand against slavery.

They and their descendants have always been prominent residents of the county.

The original settlement of the town was near the western boundary, and came to be known as West Andover. That section of the township is hilly and abounds in springs from which are formed small streams, affording abundant water for stock and other requirements. The presence of this water supply was doubtless the cause of that section being chosen as a site for the town, as the eastern part of the township was not so well blessed in that particular.

The first postmaster of Andover was Epephras Lyman, who kept the post office in his own home, to which residents from miles around had to come for their mail. This office was established in 1814, as one of the regular stops on the mail route established from Warren to the lake region. The mails were transported on horseback, or on foot, and the carrier visited each post office once a week.

The first school in Andover was conducted in Francis Lyman's barn, and Miss Dorothy Houghton was the teacher. That was also in 1814.

A church of the Presbyterian denomination was organized in 1818 in the original town, but it was not until 1832 that Andover Center boasted a church organization. This was of the Congregational denomination and its organization was accomplished after a long series of irregular meetings, held at homes of those who afterward became members and supporters of the society. It was eleven years later before the congregation had attained sufficient strength in membership and funds to erect a house of worship.

The erection of this church had the effect of starting the population toward the center and West Andover gradually succumbed to the withdrawal of its residents. Then came the railroad and as that hit the center settlement the future was established for that quarter.

Milling was the chief industry of the town in its early years, and as the country became cleared and settled thereabouts, Andover gradually became a central market for dairy products and cheese and butter factories were built and in later years it became a great dairy center.

That industry flourished in Andover, as it did in several other towns of the county, until a comparatively few years ago, when this county was invaded by representatives of the firms supplying milk to residents of

Pittsburgh and other cities of the iron center, which had grown in population so rapidly that the question of a milk supply became a serious one.

Those whose business it was to furnish the milk to city patrons, found it necessary to reach out and they sent men up into this county who offered milk producers such prices for the output of their dairies that the county factories, which had been taking the entire supply, had to stand back and see the foundation on which their business was based drop from under them to an almost ruinous extent and go to foreign buyers.

Best sources of information available indicate that Andover village was organized in 1819. Rufus Houghton was the first recorded justice of the peace, being thus authorized in 1820. The first record obtainable of an election was of one held on April 2, 1824, when Merrick Bates, John Pickett and Lebbeus Marvin were elected trustees; John Pickett, Jr., clerk; Nathan C. Johnson and Daniel Marvin, overseers of the poor.

That was years before the establishment of a county infirmary for indigent residents of its territory. In those days each township had to take care of its poor, and this work was delegated to a board of officers whose duty it was to attend to all necessary plans and arrangements looking to the feeding, clothing and housing of these unfortunate dependents.

It was in 1820 that the first frame building was constructed at Andover Center, and it is to the credit of those early pioneers that this, then modern structure was designed for a place of educational pursuits. Its primary was for a school in which the children of those pioneers might receive their early education, in preparation for the years to come. This building was also used for general public meetings. The dedication was made the occasion for the greatest public demonstration that the town had ever known up to that time.

After this building had served the community for many years, it was relegated to use for commercial interests, it being moved to another part of town and converted into a curing room for the first cheese-factory that did business at the Center.

It is history that in those early years whiskey was a legal tender, or, if not so recognized, at least was frequently used in place of money. It was considered quite as essential to the needs and welfare of a community as was money. Some of the older residents of today recall how their grandparents used to tell stories related by their ancestors, of how whiskey was used as a medium of exchange. One of the boys of the Wade family

is said to have taught school in Madison one winter term and to have received six barrels of whiskey as his pay, while his brother taught in Windsor the same winter and was given only five barrels.

The coming of the railroad and the junction of two lines in the early '70s gave the town quite an impetus and there were visions of it some day becoming an important terminal point with shops, etc., but that distinction was never realized.

However, nature took a hand in the prosperity of the place and endowed with mineral springs that have been a source of considerable prosperity to the town and will make it greater in future years. The sanitarium at Andover is becoming widely known and the place may have a distinguished future as a health resort.

The town is keeping pace with the times in having a wide-awake chamber of commerce and a bunch of hustling business men. It has also a social club that a few years ago decided to have a resort of their own, with lake and all. They purchased some property a short distance out of town through which there was a goodly stream running, dammed it and made an artificial lake around which several summer cottages have been erected.

In way of churches and schools Andover has also held its own with other towns and has a class of citizens who are interested in the thrift and progress of their own town, to the extent that they are ready to get busy for its good whenever they are needed.

John Brown's Rendezvous.—While "John Brown's body lies a-mouldering in the grave" his brave struggle for what he believed to be the right will ever be remembered with reverence and admiration by those who thought as he did. The greatest abolitionist the country ever knew and one who was not afraid to fight and, if need be, die for the cause of freedom of the black race in these United States, marshaled his forces for his last calamitous effort, in Ashtabula County, and his headquarters for several months were in West Andover.

Previously this son of Mayflower stock who was born in Torrington, Conn., in 1800, had figured conspicuously in anti-slavery activities in the western country. His ambition as a boy to help do away with fettered humanity grew stronger as he progressed to manhood and finally became his dominating sense. His sons, grown to manhood, had settled in Kansas

and, having inherited the spirit of freedom for all men, they soon found themselves involved in the controversy that was at that time assuming large proportions and threatening to break out in a civil war between neighbors. The father had settled down to the life of a farmer in New York State, but when he learned through letters from his boys of the threatening storm in their state he went out there and got into the strife that soon broke out in open war between the anti- and pro-slavery advocates. That was in 1854. He soon became recognized as a leader in the cause of the anti-slavery side and participated in many skirmish fights. His most noteworthy engagements in this line were the conflict at Black Jack, where, with a comparatively small band of followers, he drove back a large force of Missourians, and the encounter which resulted in giving him the name "Ossawatimie", which is familiar to all students of history of early-day life in the West. In this last fight John Brown and 15 of his faithful adherents held back a body of over 500 men for an hour, and succeeded in getting away and making their escape.

In one of the border skirmishes one of Brown's sons was killed and that misfortune strengthened his hatred of the policy that tolerated slavery. He tried to interest the people back east in his cause, but with no success, and his passionate ardor in the cause that he espoused caused him to be regarded as a fanatic. He took the stump in southern and eastern states, declaiming slavery and endeavoring to bring about a general uprising for the cause of freedom.

Failing to create a widespread interest in his cause, he finally determined to marshal what followers he could assemble at a stated point and proceed to attack the slave law on its own ground, notwithstanding it was carried on under the sanction and protection of the government. To this end he went so far as to draw up a constitution of his own, which he hoped would be supported by his followers. He openly flaunted his action, but claimed it was not intended as a movement to overthrow the Government.

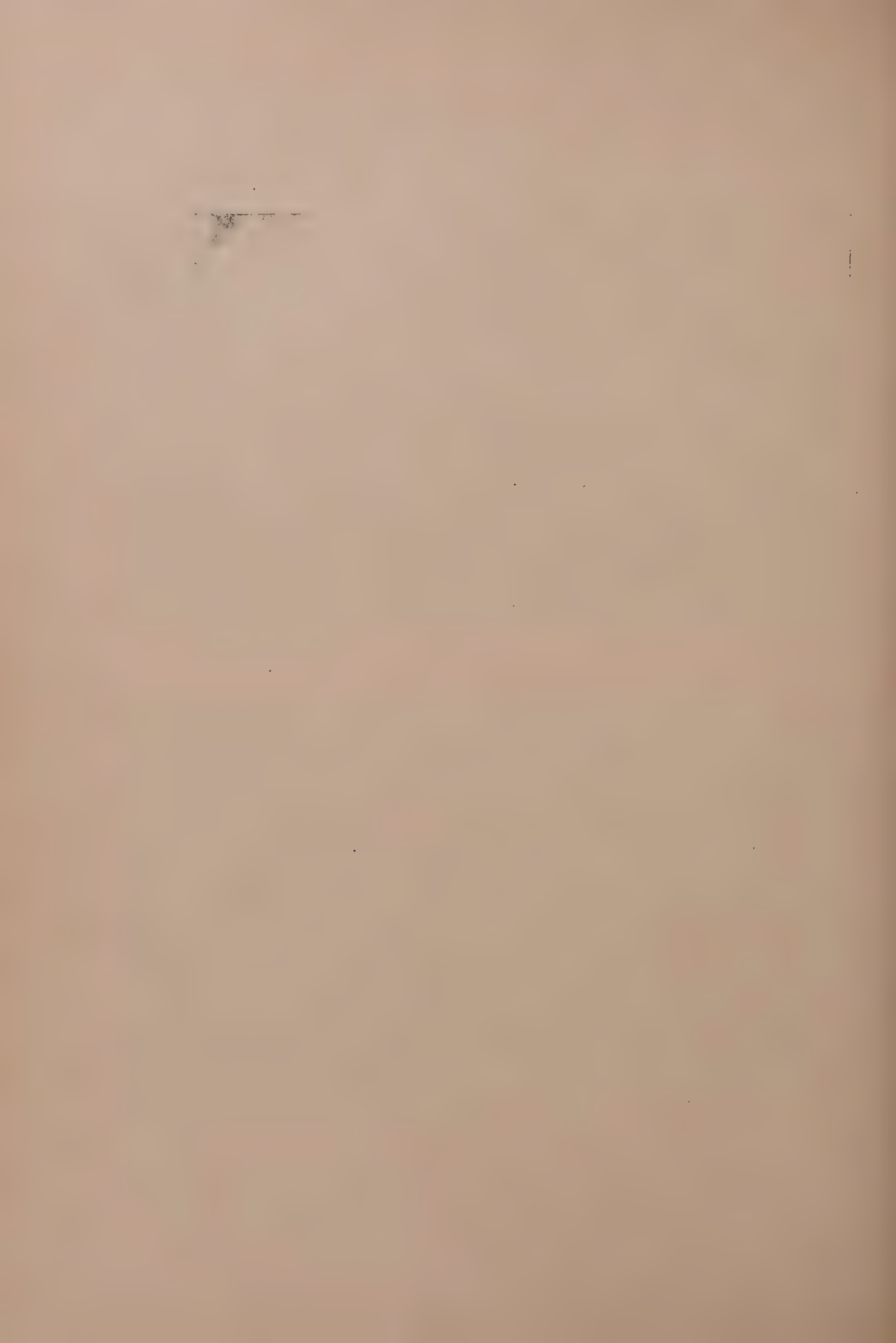
In 1859, in the early spring, John Brown's personal representative appeared in Andover. He made no secret of the cause of his visit, which was to establish a rendezvous to which all those who were in sympathy with Brown's policy were asked to resort, for the purpose of forming an army to take up actual warfare against the cause of slavery. When Brown arrived on the scene he found that his lieutenant had done effective work.



THE ANDERSON HOT SPRINGS BATH HOUSE, ANDOVER, OHIO



VIEW OF PARK, KINGSVILLE, OHIO



The King Brothers' cabinet factory in Cherry Valley had been converted into an arsenal in which were stored guns, ammunition and other essentials of warfare, and quite a number of men had rallied to the cause and were getting impatient to get into action.

Conservative men, even though they shared Brown's sentiment for the cause of the black man, endeavored to dissuade him from his purpose, as his proposed effort to pit a small band of men against great odds which had the backing of the Government, was so palpably hopeless that they considered it little short of suicide and murder for him to enter into it. But he would not listen to reason and, assembling and equipping his little band of about a score of men, he set out for the South, his stated objective being Harper's Ferry, Va., where he purposed launching his great drive.

The little company stopped at Hagerstown, Md., to perfect their plans and give any who wished a chance to join their forces. Brown's first act in his wild scheme was intended to be the capture of the little city of Harper's Ferry, which had a population of about 5,000. Therein was an arsenal which was known by Brown to contain between 100,000 and 200,000 stand of arms, and his first wish was to get possession of this establishment. With 17 white men and five blacks he made an onslaught on the town, on the night of Oct. 16, 1859, took everybody by surprise and easily gained full possession of the city, incidentally capturing about 50 of its leading inhabitants and holding them. He liberated the slaves of the city, but the hope that they would rally to his support, on which he had placed great reliance for future support, was dispelled when nearly all of them fled for cover and deserted the man and cause that had given them their liberty.

The conquest of the city was not without bloodshed. Several citizens were killed and Brown's forces were reduced to a hopeless few. Brown had planned to withdraw, after gaining possession of the arms and munitions, but had figured on the help of the slaves he freed to get away with his booty. Failing in that he took refuge in an engine house, where he barricaded the door, leaving the citizens to recover from their surprise and fright and, the next day, 1,500 soldiers, headed by Robert E. Lee, came to the rescue of the town and, battering down the door, dragged John Brown off to Charlestown, Va. There he was tried and condemned for treason and murder, and he was hanged on Dec. 2 at Harper's Ferry.

Succeeding incidents take us back to Ashtabula County, whither two

of the survivors of John Brown's disastrous expedition journeyed, after their escape. Subsequent events growing out of the Harper's Ferry incident included a movement started in Ashtabula County that became country-wide. The further story is covered very ably in a contribution made by an old resident of Andover to the Williams history and is here reproduced with due credit. The name of the contributor was not mentioned in that history.

"A few of these escaped, Owen Brown being one of the number. Merriam, a young man from Boston, one of the fugitives, made his way to West Andover and was received and cared for by the writer. A few more were in the vicinity, and Owen Brown, after resting for a short time in Crawford County, Pa., came to West Andover and went to his brother's, John Brown, Jr.'s, in Dorset, with whom he remained for some time. The narration of these events, after 18 years have elapsed (this was related in 1877) seems tame and spiritless. The young can have no conception of the terrible excitement that was produced all over the country. But a large portion of the readers of this will well remember and, remembering, will know that no words of mine can depict the reality.

"The United States Senate ordered John Brown, Jr., to appear before a committee of their body and give evidence. He refused to obey and their sergeant-at-arms was instructed to take him to Washington. Grave apprehensions were felt by the citizens that an armed force was to be sent, not only to arrest John Brown, Jr., but to take Merriam, Owen Brown and other fugitives who were in the vicinity. If taken it was believed their speedy trial, conviction and execution would follow as a matter of course. Under these circumstances a number of the citizens of West Andover met for consultation and resolved that they would attempt to defend these men with their lives, if need be. Signals, signs, passwords and a badge were agreed upon by means of which members of the association could know each other. A place of rendezvous was agreed upon and arms procured, and all solemnly pledged themselves to be in readiness at the slightest warning. Persons from surrounding townships came forward to join this association and as the knowledge of its existence extended new associations or lodges were organized, and as this went on, to insure uniformity of work and harmony of action, an affiliated secret society was formed. A state lodge was organized and finally a United States lodge.

"This order increased with great rapidity. Its object was the overthrow of slavery and designed to act politically and in a revolutionary manner if necessary for the attainment of that object. In the initiatory ceremonies of our lodge at West Andover a pistol was used that was presented by the Marquis de Lafayette to Washington. This pistol was brought by one of Brown's men who escaped from Harper's Ferry. It will be remembered that Brown sent a squad of men to arrest Colonel Washington and took his arms the night of the assault on Harper's Ferry. This pistol was afterward sent to the owner."

In the disastrous attack on Harper's Ferry Capt. Brown received a sword cut on the forehead, a bayonet wound in the kidneys and seven other wounds, but was not seriously injured. His son, Oliver, was killed.

The attack on Harper's Ferry was not precipitated without careful forethought and planning. A full year before it was made John Brown and his sons, Owen and Oliver, went to that town and, under the name of Smith, made pretense that they were prospecting for ore that they believed might be found in that vicinity. They remained for some time, boarding at Sandy Point, a mile out of town, then they went away. After a few months they returned and rented a farm on the Maryland side of the river, purchased picks, spades, etc., and succeeded in giving the people the impression that they were really prospectors. "Capt. Smith" was not recognized as the famous "Ossowattomie" John Brown until after his capture. Soon after he was brought in, he revived sufficiently from the shock of his wounds and strenuous action, talked earnestly with those about him, defending his course and avowing that he had only done what was right and in the interest of humanity. He acknowledged his identity and answered all questions unreservedly. In his possession was found the "Provisional Constitution and Ordinances for the People of the United States," which he had drawn up in anticipation of being able to organize a provisional government that would not recognize slavery in any form and of whose army he was the self-appointed commander-in-chief.

In a letter which was written by John Brown after his conviction and sentence to be hanged, to his half-brother Jeremiah Brown, he wrote: "I am gaining in health slowly, and am quite cheerful, in view of my approaching end, being fully persuaded that I am worth inconceivably more to hang than for any other purpose. I feel a thousand times more on account of my sorrowing friends than on my own account. So far as I am concerned, I

count it all joy. Say to my poor boys never to grieve for one moment on my account". On the day of his execution, just before he was started for the gallows, Brown wrote the following prophetic lines on a piece of paper which he handed to a friend: "I am now convinced that the great iniquity which hangs over this country cannot be purged without immense bloodshed. When I first came to this state I thought otherwise, but am now convinced that I was mistaken".

From the Ashtabula Sentinel of Dec. 28, 1859, we take the following: "The bell of the Presbyterian meeting house in Ashtabula was tolled on the occasion of the execution of John Brown. Some persons of conservative tendencies in that church have been exercised about it somewhat and are not sure whether they ought to have allowed it to be tolled. A correspondent, however, writes us that the responsibility is wholly removed from them; that the bell was sold under an execution against the church a few years ago and bought by a citizen who sold half his interest to another citizen. One of these owners of the bell now says he is willing that his half of it shall be tolled on this or any proper occasion, and the other says he thanks God that his half was tolled for John Brown. This, it would seem, ought to settle the question."

CHAPTER XVI.

CHERRY VALLEY TOWNSHIP.

ORGANIZATION—TOWNSHIP OFFICERS—EARLY SETTLERS—HARDSHIPS—HIGH-
WAYS—PIONEER RELIGIOUS SERVICES—POPULATION.

A child of numerous parentage was Cherry Valley, located between New Lyme and Andover. It belonged first to the township of Vernon, in Trumbull County, then to Wayne, later to Andover, and, finally, in 1827, started out alone to shape its own destinies.

Its individual history began with the action of the commissioners of Ashtabula County, taken on June 8, 1827, when they passed the following resolution:

“Resolved: (Upon the petition of Anson J. Giddings, Benoni Andrews and others) that so much of the present town of Andover as is included in the surveyed township No. 9, in the second range, be set off and erected a separate township to be known and designated by the name of Cherry Valley, and that an election for township officers be held at the house of Josiah Creery on the Fourth of July next.”

The result of the election thus called was the naming of the following township officers: Trustees, William Andrews, W. Benjamin and Henry Krum; clerk, Henry Krum; treasurer, Josiah Creery; fence-viewers, John Burgett and W. Benjamin; overseers of the poor, John Woodworth and William Andrews; constable, A. J. Giddings; supervisors, H. Krum and H. Lyman. In the following spring John Woodworth was elected justice of the peace, thus completing the roster of original township officers.

Henry Patch and Zebulon Congdon made a clearing and built the first log house in Cherry Valley in 1817. They occupied it but a short time, however, before they deserted it and moved on into New Lyme Township. A year later Nathaniel Hubbard arrived from the East and took possession of the Patch structure, installing his family therein and settling for a

permanent residence. The following year brought the families of John Fenn and Nathaniel Johnson, who settled within a short distance of Hubbard's home. Josiah Creery, who is given credit for having suggested the name "Cherry Valley" for this township, became a member of the colony in 1823; then came Wooster and William Benjamin, in 1828, each having purchased fifty acres with a view to clearing and tilling it. Two years after their arrival, the Benjamin brothers built a saw-mill on the bank of Patch Creek, which stream had been given the name of the man who built the first log cabin on its bank.

This mill was responsible for the death of Wooster Benjamin, who was killed while at work therein. William's death was also tragic in that he was found dead between the mill and his home, with his head immersed in a pond of water. It was supposed that he fell in a fit and was drowned.

Jesse Steele and family, who located first in Andover Township, after their arrival from Connecticut in 1816, crossed over into Cherry Valley in 1827. John Woodworth was another pioneer whose descendants occupied the old homestead for many generations. The Steeles located in one corner of the intersection of the Hayes and Center roads, and his son, A. W. Steele, established a jewelry and watch repairing store on their home.

Other early settlers in the township included Benoni, William and Eli Andrews, Francis Webster, Noah Sweet, James Cornwell, Noah Rowley, Marvin Giddings, Henry Krum, his brother Abel, Lockwood Lobdell, John Williams, Elkanah Crosby, Conrad Petrie, Henry Tuttle.

Some of these people purchased large tracts of land. Noah Sweet bought 1,423 acres, which was probably the largest individual purchase. There were nearly four hundred acres in the piece owned by James Cornwell, and several held hundred-acre and fifty-acre tracts.

Of course, anything that could not be grown on their farms, must have been a luxury and everything that had to be bought brought a high price, because of the difficulties of transportation to that section from the eastern source of supply. An illustration of the cost and difficulties of acquiring necessities that had to be bought is found in the story of Jesse Steele's purchase of a barrel of salt.

The salt was brought from eastern harbors to the mouths of the various large streams emptying into the lake on its south shore. There it was traded to the settlers for such of their produce as could be disposed

of in the eastern markets. They came from all directions, and the assemblages of men from the various inland settlements proved occasions of much interest and information regarding what was transpiring in the various settled points.

To one of these meeting points Mr. Steele on this occasion hauled three bushels of wheat, six bushels of rye and a bushel of corn, which he exchanged for one barrel of salt.

The journey to the lake shore and return consumed five days' time, though the distance one way was only about twenty-five miles. The unbroken roads, the laborious traveling, the slow means of getting over the ground that was but occasionally traversed, was in sharp contrast with the conditions of today, when he might get into an auto-truck with his load, drive over paved roads to the lake, transact his business and be back home in three hours.

The Hayes road, named for Richard Hayes, of Wayne, who was instrumental in its inception and construction, was the first regularly laid out highway extending through Cherry Valley. It was established in 1812, and that served generally the needs of neighboring communities until 1828, when a general road building program was inaugurated and highways were laid out in all directions where there was a need for facilities for traveling.

Opening of these ways of transportation and communication soon led to the establishment of business places and following the opening of the first real store in 1829, by W. A. Clark. Others appeared in various sections from year to year.

In the spring of the year 1829 a postoffice was established in this store and Mr. Clark was appointed postmaster.

Mr. Clark's wife, Hannah, was the first school teacher in Cherry Valley. She began the dissemination of knowledge to the youth of the neighborhood in the winter of 1828-29, in a log house near her husband's store. While the pupils were studying, Mrs. Clark put in her time working at her trade of seamstress.

Cheese making, which became one of the chief industries of the town, in after years, was first begun by Mrs. John Fenn in the year 1820. Her method of pressing the cheese into form was very crude, but served all requirements of her industry, as one cow constituted the source of her original supply of material. Her press consisted of a long piece of wood.

After placing the cheese to be pressed on a block close to the house, she would place the board on top of the cheese, one end being beneath the house, and a heavy weight being placed on the other end, the leverage thus obtained serving very satisfactorily as a means of pressure.

In 1870 Charles Petrie constructed a cheese factory which had a capacity of turning out 25 cheeses a day.

Religious services were regularly instituted in (about) 1825, Elder Davis, of the Methodist faith, being in charge. At first the meetings were held in various homes, but the interest became so widespread that the attendance became too large for the small houses to accommodate, so the gatherings were taken to the schoolhouse. Elder C. R. Richmond, of the Baptist Church, came to town in 1840 and organized a church of that faith. A Methodist Church was also organized at about that time by the Rev. Sturgis.

Cherry Valley developed in later years into a splendid farming and dairy community, but it was never destined to become a manufacturing town, doubtless because it was not its good fortune to have a railroad pass through its territory. At one time the population of the township numbered as high as 800, but the census of 1920 gives it but 256.

CHAPTER XVII.

COLEBROOK TOWNSHIP.

SURVEYING PARTY—AREA OF TOWNSHIP—FIRST OFFICERS—EARLY RESIDENTS
—JOEL BLAKESLEE—SUCCEDING FAMILIES — FIRST SCHOOLS AND
CHURCHES.

Colebrook, situated between Orwell and Wayne townships, originally in Green, Trumbull County, was one of the bottom row of townships that was merged into Ashtabula County in the early organization of the last named. The township embraces 16,000 acres, which were platted in 1808 into lots one-half mile square, until an allotted 100 lots were surveyed. One of the members of the surveying party, Samuel Phillips, was so favorably impressed with the surroundings that he later became a resident of the township.

In 1811 the territory organized into Wayne Township included Colebrook, but two years later Colebrook and New Lyme territory were set apart as Lebanon, which name was changed to New Lyme in 1825. In 1834 the subject of this chapter was given the name of Phelps, probably to commemorate Oliver Phelps, the man who owned and surveyed the territory in 1808. That lasted, however, but a couple of years, and then the name Colebrook was restored.

An old record book contains the following account of the organization of the township:

“Organization of the township of Colebrook at the first township election held in the township of Colebrook, county of Ashtabula, and state of Ohio, the first Monday of April,—being the second day of said month, —in the year of our Lord one thousand, eight hundred and twenty-seven, the following named persons were elected to their respective offices, viz.: Joel Blakeslee, township clerk; Halsey Phillips, Theodorus Miller and Levi Rice, trustees; Charles Hall and Francis Drake, fence viewers; Ira Kee,

supervisor; Benjamin F. Phillips, constable; Samuel Phillips and Levi Rice, overseers of the poor."

A correspondent who signed himself "Uncle Tim", writing regarding the above entry, had the following to say under date of South New Lyme, April 3, 1876:

"The above named voters constituted the entire voting population of Colebrook at that time, from which it appears that every voter had an office and one man had two. The records further show that on April 11, 1827, by order of the trustees, the said township was declared to constitute but one school district, containing thirteen householders, viz.: All those above mentioned as officers and in addition Samuel Emmitt and Jesse Drake. On March 3, 1828, the township was divided into two school districts, one to contain eight householders, and the other four. The first treasurer's bond was that of Samuel Phillips, with Halsey Phillips as his security, binding them in the sum of \$10 for the faithful fulfillment of the office.

"Up to this time, April 5, 1830, there is nothing to show that there was ever a red cent in the hands of our treasurer, but in 1831 in anticipation that there might be, at some future time, the trustees ordered the treasurer's bond raised to \$50."

A family named West is stated to have been the original white settlers of Colebrook, they arriving in 1812. They chose for their future home a site bordering on Mosquito Creek. Evidently they were not favorably impressed with their new home, for, after staying long enough to clear a few acres, they departed and nothing is known further regarding them.

In 1819 came Joel Blakeslee, his wife and two children, from New York State, transported by a team of oxen. They had been on the road twenty-nine days and were weatherworn and weary when they arrived at the "Land of Promise". During the trip they had been obliged to abandon the sleigh, in which they had started from their eastern home, in the winter, and complete the journey with a wagon.

Residents from nearby settlements came to greet the new arrivals and volunteer their services toward erection of a cabin for the Blakeslee family. The month of May found the family comfortably housed and ready to face the hard work ahead. Mr. and Mrs. Blakeslee laid a good foundation for future citizenship, as they raised a family of seven children, all of whom married and remained in the township excepting one.

Mr. Blakeslee was more of a scholar than a farmer and he spent many hours at his desk. He at once evidenced an interest in the general life of the county and soon gained a wide acquaintance and the esteem of all with whom he came in contact. He was one of the early and most active members of the Ashtabula County Historical Society and contributed largely to the written records of that organization.

Following the Blakeslee family, the next settlers were Halsey Phillips and family. This family started from Colebrook, Conn., in the summer of 1820, induced by the glowing accounts of the new country written "back home" by Mrs. Joseph B. Cowles, a sister of Mrs. Phillips, who was among the early comers to Austinburg. The Phillips party was composed of himself, his wife, their four children, and his two brothers. Austinburg was their objective and they arrived there in the early fall of the year named. They had not, however, decided to make that place their abode, at least until after they had looked around. Casting about for a place in which to establish a permanent home, Mr. Phillips decided upon Colebrook. Leaving his family with the Cowles household, he and his brothers went to Colebrook and proceeded to build a log house for their occupancy. They moved into their new domicile in a few weeks.

Succeeding families who came into the neighborhood included the names of Roswell Stillman, who stayed but a short time and moved on to Andover; Z. Cutler, Francis Drake, Medad Canfield, Theodorus Miller, Frederick Jones, Levi Rice and others and within a few years there was a very respectable colony in quality and size.

In 1822 a school house was erected, from logs, near the Watson Corners. Miss Cleora Phillips was the original schoolmaam of the town. Her charge included a class of six pupils. She was paid one dollar a week and boarded herself. In lieu of cash, which was a scarce article with those sturdy pioneers, she received two bushels of wheat, worth 50 cents a bushel.

The Rev. Ephraim T. Woodruff, employed as minister of the churches in Williamsfield and Wayne, preached the first sermon ever delivered in Colebrook. The congregation assembled at the home of Joel Blakeslee. That was in 1820. The first church organization was effected in 1831, under direction of the Rev. Giles H. Cowles, of Austinburg. It was of the Congregational denomination and the original number of members was 18. Not long thereafter a Methodist Church was organized with a membership of about the same size. In 1836 a Baptist Society was formed

by 20 of the residents thereabouts, and in 1849, 14 persons signed the charter list for a Free Baptist denomination. New Lyme and Orwell residents contributed to the congregations and supported the early churches.

Halsey Phillips was the first postmaster in Colebrook. The postoffice was established in that town in 1826 and located in Mr. Phillips' residence. The institution continued for many years, but ultimately was discontinued and the town folk have for some years been served daily by rural free delivery, as have many other small communities of the counties that once boasted their own postoffices.

To David Chase, who journeyed from New York, is given credit for opening the first store in Colebrook. He transported the stock from the east in 1836 and put it on sale in a log house at the Center.

In 1830 Isaac L. Jayne opened a hotel at the Center and it continued as a hostelry for many years.

CHAPTER XVIII.

CONNEAUT TOWNSHIP.

PREHISTORIC RACE—"SOUTH RIDGE"—AMBOY—CONNEAUT—EARLY CHURCHES—
CONNEAUT HARBOR—GREAT BRIDGE—ADVENTURE OF A PIONEER—
CHANGED THEIR PLANS—FIRST FAMILY TO WINTER HERE—CAR FERRY
DISASTERS—PULLMAN'S CONTRACT—FIRST WHITE SETTLER—STAGE
COACH TRAGEDY—PLANS OF STEEL COMPANY—PUBLIC LIBRARY—COUNTRY
CLUB—EAST CONNEAUT AS "LITTLE HOPE".

It was near the mouth of Conneaut Creek, a stream not then navigable, but now one of the deepest and most important harbors on the south shore of Lake Erie, that Moses Cleaveland and his party of surveyors first touched Ohio, in their journey to this section for purpose of making a survey of the Western Reserve, the new possession of the Connecticut Land Company, of Connecticut.

While this party was given credit for being the first company of white persons to establish themselves in the county, developments of later years disclosed indisputable evidence that at some time in the far-gone centuries this section had been inhabited by a race of people of gigantic stature who were not Indians. Delving into great mounds of earth that were not of natural formation brought forth bones of this prehistoric people, as well as pottery, crude weapons and other belongings that had been buried with the dead.

Yet, with all this evidence, there has never yet been found a manuscript or writing of any nature that would give the slightest hint as to the personality of those early residents. Where they came from, how long they were here, or where they eventually departed for is a mystery that will probably never be solved.

The first intimation of these people was uncovered in and about where is now the city of Conneaut, and as the settlements became more

numerous and extensive many other sections of the county reported similar finds, indicating that this vicinity was well populated.

Conneaut, however, seemed to have been the metropolis of these people, as indicated by a large burying ground on the bank of the river west of the originally settled town, and another in the sugar-loaf like prominence across the river to the south. A writer says "When first discovered the spot was covered with trees not distinguishable from the surrounding forest, except an opening near the center containing a single butternut. The graves were distinguished by slight depressions in the surface of the earth, disposed in straight rows, which, with intervening spaces, or valleys, covered the entire area. The number of these graves has been estimated to be between two and three thousand. The ancient burying-grounds occupy an area of about four acres and appear to have been accurately surveyed into lots running from north to south and when first seen presented the appearance of neat and orderly arrangement."

Aaron Wright, Esq., in 1800, made a careful examination of these depressions and found them invariably to contain human bones blackened with time, which, upon exposure to the air, soon crumbled to dust. Some of these bones were of unusual size and evidently belonged to a race allied with giants. Skulls were taken from these mounds, the cavities of which were of sufficient capacity to admit the head of an ordinary man, and jaw-bones that might be fitted over the face with equal facility. The bones of the upper and lower extremities were of corresponding size.

The first tragedy involving a white man that occurred after the arrival of the Cleaveland party was the murder, in the following year, of a man named Williams, who was passing through en route from Detroit to Erie (then Presque Isle). While sojourning temporarily here, Williams sold a gun to an Indian of the settlement that still remained near where the whites were located. It was agreed that the Indian was to pay in pelts, which Williams calculated to take on to Erie and sell, and with proceeds buy a new gun.

The chief of this tribe was one "Bear's Oil", a wily old Redskin, who, however, had shown no great antipathy because of the invasion of the whites. Old Bear's Oil told Williams that the brave to whom he had sold the rifle was no good and would not pay him, whereupon Williams compelled the Indian to give back the shooting-iron.

A short time later Williams resumed his journey, with but a few

miles farther to go. But he never reached his destination. The Indian with whom he had had the gun transaction had held his peace and apparently nursed no grudge against the white man, but it developed that he watched the stranger with untiring vigil, and when Williams had gone the buck took his trail, overtook him on the beach of the lake a few miles east of Conneaut and murdered him in cold blood, recovering the gun, which he took back to the village with him.

When the commander of the military post at Presque Isle learned of the tragedy, he sent messengers to the Indian village, who demanded that the chief give the murderer into their custody. Bear's Oil, apparently, was submissive, but exacted conditions. He agreed that if an officer and a suitable number as guard were sent forward to take charge of the prisoner, he would give him up. Pursuant to this arrangement the guard and officer were sent and when they arrived Bear's Oil invited them to remain over night. This they did, and when morning came they were informed by Bear's Oil that he had changed his mind and would not turn his man over. To back his position nearly 50 Indians in paint and well armed stood about conveniently. The officer and his men, realizing that it would be folly to attempt to force their issue in the face of such a demonstration, withdrew to their boat and returned to the barracks without their prisoner.

The return of the men, empty handed, was a signal for action and immediately the entire garrison, strengthened by such settlers as cared to indulge in what might be a strenuous adventure, started by boat for Conneaut, under instructions to bring back the murderer and to impose such chastisement on old Bear's Oil and his braves as seemed expedient.

The old chief had anticipated just such action, and speedily assembled his people and decamped for parts unknown. When the soldiers arrived at the village site it was bare. It was learned that this band of Indians continued their flight toward the west, by canoes, till they reached Toledo, and thence cut across country and was last heard from as having located on the banks of the Wabash River.

Thus departed from the settlement the last of the resident Indians, and the white settlers were not sorry to see them go, notwithstanding their relations with the aborigines had never been other than friendly. However, it was very much of a relief to feel that the town was now their own.

Probably the first white men that ever gazed upon the waters of Lake

Erie from the Ohio shore were two men who had been captured and were held by Indians. In 1790 and 1791 General Harmon and Governor St. Clair conducted a campaign by white settlers of Ohio against certain tribes of Indians who had been troublesome. The Indians proved the victors and among the spoils of the war the two white men figured. Their captors brought them to the shore of the lake in the vicinity of Conneaut.

The bringing of these white prisoners to the village was a cause for great rejoicing and they were subjected to many tortures and hardships before the question of their final disposition came up for settlement. It was finally decided to let one of them live and witness the death of the other through burning at the stake. The program was carried out almost to the point of realization when an unexpected interruption occurred. A fair young squaw of the tribe, like Pocahontas interceded for Capt. John Smith, rushed to the rescue and begged that the young white man's life be saved. There was a lot of pow-wow-ing, pro and con, but the young woman was evidently a favorite with the band, and her prayer was granted and the man was released. He soon became a great favorite with all the tribe and his influence grew until he became the recognized representative of the Indians in their dealings with the white men. The other prisoner also remained with the Indians for a long time, but, eventually, both men were allowed to withdraw to their own people and they became settlers and spent the rest of their lives in this vicinity.

"South Ridge."—The gradual moving back from the lake of some of the settlers had the result of establishing small settlements within the territory constituting townships that had been laid out and named. Conneaut had, for instance, a four-corned sub-village called South Ridge, situated in the road of that name in the southern part of the township.

This was a flourishing little settlement for many years, boasting the usual essentials of such a colony, general store, blacksmith shop, church, school and sometimes some thriving little commercial industry. South Ridge had, for some years, a postoffice all its own and a flourishing cheese factory.

The church-going people of that immediate vicinity formed themselves into a general church society, in which capacity they worshiped until 1837, when the Free-Will Baptist element, which had organized in 1826 but continued to join in the union services, withdrew and built a church edifice of its own, under the ministry of the Rev. Samuel Wise.



PUBLIC LIBRARY, CONNEAUT, OHIO



BROWN MEMORIAL HOSPITAL, CONNEAUT, OHIO

Amboy.—Another settlement within the township of Conneaut was, and still is, Amboy. That colony started about four miles west of the river on the North Ridge, and also had its palmy days, and was larger than South Ridge village. In addition to the advantages named for the neighbor on the south, Amboy had a tavern, one more church, a flouring mill, a cabinet shop, a cobbler's shop, several cigar factories and a platform station on the line of the Lake Shore & Michigan Southern Railroad.

There are plenty still living who well remember when "Pumpkin Hook" meant the same as Amboy. Our grandfathers used to tell a story to effect that some weary travelers once came to Amboy as daylight waned and, thinking the tavern there was a good place for a rest, they engaged quarters for the night. Their wagon and its load were put in a barn, for safe shelter, but when they were ready to hitch up for another start they discovered that someone had "hooked" several pumpkins that had been in the wagon. From that incident the town became possessed of the strange nickname "Pumpkin Hook".

Conneaut.—The following is taken from the News-Herald:

"The name Conneaut was given to the stream bordering our city by a tribe of Seneca Indians and signifies "River of Many Fish."

"Arriving at the mouth of Conneaut River, July 4, 1796, a group of 50 surveyors under Moses Cleaveland named the point of land on which they touched "Fort Independence".

"In the fall of the same year came the first settlers, James Kingsbury and family. He had one child, the first to be born on Western Reserve territory, which included what is now Ohio.

"The year 1789 saw the first permanent settlement. These pioneers consisted of Thomas Montgomery and wife and Aaron Wright.

"The following year found several other settlements started along the creek and in the closely succeeding years many other families arrived.

"Conneaut Township was organized in 1804 and bore the name of "Salem" until 1832, when the name was changed to "Conneaut".

"The year 1832 saw the publication of the first journal in Conneaut, called the "Ashtabula County Gazette".

"The first real estate boom started in 1833 and continued until 1836. The cause of the boom was a railroad to be built from Conneaut to Beaver Falls, Pa. Much land was purchased on account of this and was platted into streets and building lots. The proposed railroad plans, however, failed

to materialize. The principal streets at the time were: Liberty, Main, State, Broad, Washington and Harbor; these were laid out by blazing trees, this explaining why our streets today do not run parallel or straight.

"The nineteenth century marked the beginning of activities at Conneaut Harbor. Ship building, shipping of grain, lumber, etc., became one of the most important industries. The first appropriation received from the government was \$7,500, used in construction work at the harbor.

"The year 1834 witnessed the incorporation of Conneaut village. The mayor and council plan of government was adopted, and Dr. Samuel L. Fenton was made its first mayor. A census in 1835 showed Conneaut to have had 450 males over 21 years of age.

"During the next few years a tannery was opened and the weekly journal was sold to new managers, who named it the "Conneaut Reporter". A company was formed to lay a plank road from Conneaut to Youngstown. A plank road was also laid at this time between the village and the harbor, with a toll gate at the harbor.

"In 1852 Milo Osborn laid a plank road from the foot of Main street to Amboy. A Mr. Blakeslee was first toll gate keeper, the gate being near the A. B. Crittenden home west of the city, the spot now being marked by a bronze tablet.

"At this time stage coaches ran regularly from Painesville to Erie. Taverns lined the route, among them being the Tremont House at Conneaut, which gained much fame. This hotel was located where the Dorman block now stands.

"The year 1852 marked the completion of the Cleveland-Painesville-Ashtabula Railroad to Conneaut, later being continued to Erie, and the name changed to Lake Shore & Michigan Southern.

"The old fair grounds just west of the old city limits were opened in 1853. One of the exhibit buildings still stands.

"At this time considerable trade was carried on through the harbor. Exports were farm products and imports consisted of manufactured goods.

"Conneaut began to grow at this time, gas was discovered, two flour mills and a paper mill were put in operation and David Cummins started (1863) canning "Lake Shore" tomatoes. On Main street there was but one big structure, the Cleveland block. Stage coaches made regular trips between Conneaut and Pierpont and the Lake Shore Railroad brought the mail from the east and west.

"On the south side of Liberty street and east of Washington street all was tillage land in 1866, as were the lands west of Sandusky street.

"A new town hall was built in 1876, new lumber mills were erected and many people offered to make Conneaut their home on account of the advantages, and in 1878 the population was put at 1,300; the New York, Chicago & St. Louis Railroad (Nickel Plate) was constructed through Conneaut between the years of 1881 and 1882, which saw the first real boom. After much active work by leading citizens, Conneaut won over Ashtabula in efforts to secure the Nickel Plate shops. The coming of these shops to Conneaut brought the arrival of mechanics, new business concerns and new residences until in 1886 the census total amounted to over 2,200.

"The next year, Conneaut subscribed enough money to bring the Pittsburgh, Shenango & Lake Erie Railroad, now known as the Bessemer. At the harbor new docks were built and the old ones reconstructed. The channel was deepened and widened in readiness for the coming of the great ore and coal trade.

"The first ore was received in 1892.

"It was discovered that it took too long to unload the big boats by the wheelbarrow method, so Brown hoists were purchased. The number of tons of ore gradually increased from year to year, thus necessitating the purchase of the powerful machines known as Hulett's and electric.

"July 4 of the year 1896 marked the 100th anniversary of the founding of Conneaut, which was widely celebrated.

"The Pittsburgh Steamship Company, organized in 1897, purchased a fleet of 16 steamships and 20 barges; two new docks were constructed.

"The Bessemer ran its first passenger train in 1897 and in this year handed about a million tons of ore. In 1916 the largest amount of ore was received in Conneaut harbor, it being about nine and one-half million tons. Conneaut Harbor has made several world records for unloading ore, and has among its large structures the largest four-track swing bridge in the world.

"The last 25 or 30 years of Conneaut's history have seen the development of many important industries, among which are: The Conneaut Brick Plant (1898); The Conneaut Can Company (1901); The Conneaut Leather Company (1903); The Cummins Canning Factory moved into their new buildings (1909); The Burke Machine Tool Company (1910); and the Conneaut Shovel Company (1905)."

As the Western Reserve developed the stream of emigrants toward the west flowed steadily and Conneaut, being on the direct line of travel, became quite an important stopping place. The need of accommodations for the floating prospectors soon became apparent and this was supplied at first by the construction of a log hotel where is now the corner of Main and Broad streets. The landlord's name was Dunn. This was succeeded soon afterward by erection of a frame hostelry, of which Pierpont & Davenport were the first proprietors.

The first schoolhouse was erected near the corner of Main and Washington streets. In 1835 Conneaut Academy was incorporated, the incorporators being A. Dart, Henry Keys, Lewis Thayer, Josiah Brown, James Brooks and Aaron Wright. This institution of learning opened in an old building that was moved onto the property now the corner of Main and Mill streets. The Rev. Judah L. Richmond was the first teacher, he being assisted by Miss Sara Bonney, who was appointed principal of the institution a couple of years after she began teaching. In 1844-5 a brick structure was built for the academy. L. W. Savage and a Miss Booth conducted the school the first year in the new building.

In August, 1868, the village board of education took over the Academy, on a ten-year lease of the building and grounds, and the institution eventually merged into the regular public school of the city. From the time of this transfer, the schools followed the trend of public school progress, always keeping up with the times and today the educational facilities of Conneaut are among the best. The latest addition to the requirements was a large new building erected within the past year in the western section of the city.

Early Churches.—The early settlers of Conneaut Township had a distinct sense of obligation to the Author of their being for His guidance and protection over them during their journey westward and their efforts to establish for themselves homes for the future in the new land. The first public demonstration of this spirit was in 1800, when a meeting was called to be held at the home of Aaron Wright. This was but the forerunner of a succession of like gatherings which were attended faithfully, but it was not until 1818 that a regular organization was effected.

The Conneaut Christian Church Society was organized at a meeting held in the school house on the ridge road between Conneaut and Amboy on May 23, 1818. The original roster contained the names of fifteen

members and on that occasion Elder Cheney preached the initial sermon. Subsequently, meetings were held in the school house generally until 1834, when the congregation had reached numerical proportions that warranted their having an independent place of worship and they builded for themselves and such non-members as desired to identify themselves with the society a church home on the site where is now the home of the Cummings families, the location then being known as the "Center". After seven years, the building was moved closer to the business section and located on Buffalo street.

The next church organization effected was that of the Congregational-Presbyterian faiths, at the home of Robert Montgomery, in 1819; the itinerant preacher, Joseph Badger, was the organizing officer and as there were not enough Congregationalists or Presbyterians in the immediate vicinity to support separate churches, it was decided to make this a union organization of both, to which all agreed. In 1828 the congregation were able to occupy their own church home which had been under construction for a couple of years.

A Methodist class was formed in the east part of town in the early '20s, one in what is now Amboy in 1823 and one in the village in 1828.

On Oct. 18, 1831, a meeting was held in the Ridge school house at which was effected an organization of the Baptist Church, 23 members signing the charter roll. Twelve of these had letters from other churches and the others had recently been baptized. The first pastor was the Rev. Asa Jacobs, who served in that capacity for six years. Shortly after he was succeeded, in 1837, by the Rev. J. L. Richmond, the church meetings, which had up to that time been held in the school house, were changed to Conneaut village.

In the passing of later years other denominations organized and built their houses for worship and the church representation in Conneaut is today that of the average modern city.

The most elaborate structure of this nature in the city is the First Congregational, which was rebuilt in the years from 1907 to 1916 by personal expense of George J. Record, and dedicated as a memorial to his deceased daughter, Mrs. May Record Findley.

Conneaut Harbor.—At all points along the south shore of Lake Erie where rivers that were navigable, or could be made so, emptied into the

lake, the harbors thus afforded were of great importance to the adjacent towns.

Conneaut was particularly blessed in this respect, the mouth of its river being broad and deep, and it was said to have been the finest natural harbor between the Cuyahoga and Buffalo, with the possible exception of Erie. The location of this harbor at the entrance to the new Western Reserve of Connecticut brought it into prominence at once, as the influx of settlers from the East came mostly by water, and Conneaut River was easily accessible to the boats that brought their personal belongings.

When the original surveying party came to this point they were attracted by the evident advantages the spot afforded, and that was what largely influenced them to establish their headquarters there during the time that they were engaged in the eastern section of the Reserve. They erected storehouses in close proximity to the river's mouth, thus greatly lessening the handling of shipments that came in by boat.

The evolution of Conneaut River from a shallow stream into one of the greatest ports-of-entry on the Great Lakes reads like a fairy tale. This work is indebted to C. S. Putnam, one of Conneaut's most enthusiastic boosters, for the greater part of the following story of the progress and development of the harbor.

Not until in the nineteenth century did the marine business on Lake Erie begin to assume even minor importance. In 1805 Buffalo was made a port of entry, but it was in 1817 before her fleet, then the largest on the lake, numbered seven vessels, with a total of 459 tons. During those early years Conneaut Harbor had a very small commerce, conveyed in sailing scows and light draft schooners. The first steamer on Lake Erie—"Walk-in-the-Water"—was launched in Buffalo in 1818. It was a small, crudely constructed passenger and cargo boat of less than two hundred tons, equipped with inferior engine and surmounted by smokestacks made of ordinary stovepipe-iron sheets. Her maiden trip to Detroit, with some forty passengers, consumed thirteen days. Verily, the trip was made in a slow "walk", but the boat's arrival here was an event which attracted a crowd of people to the harbor, as it did at every other port along the lake. This new marine wonder continued the only steamboat on the lake during the four years of her service, until in October, 1822, she was wrecked by being driven ashore one night in a gale of wind.

In 1825 two other steamboats of better design and greater tonnage were making regular trips between Buffalo and Detroit, stopping at principal ports along the south shore of the lake. In 1827 the opening of the fertile states farther west resulted in a great tide of emigration in that direction and the demand for transportation caused a rapidly growing fleet of both sailing and steam craft to be constructed at ports all along Lake Erie, and as they increased in numbers, so, also, they increased in tonnage capacity, until boats of six or eight hundred tons were common. To accommodate the passenger traffic and facilitate the handling of the cargoes of the larger boats it became necessary to build long piers out into the lake at some of the ports. At a point about a mile west of Conneaut harbor such a pier was constructed where steamers stopped regularly, as did also many of the larger sailing craft, because unable to enter the shallow harbor mouth. In 1829 the first Government improvement at Conneaut Harbor was completed, on an appropriation of \$7,500.00, in the building of two piers, or jetties, each two hundred feet long, which made a harbor entrance one hundred feet wide, with twelve feet of water. From then on the up-lake pier went into disuse and the harbor came back into a rapidly increasing marine growth and glory. To recount the commercial activity and growth of the shipping business at this harbor during the '30s, '40s and early '50s in detail would not add to the interest of this history particularly. During that period of a quarter of a century Conneaut Harbor kept its place with other ports, becoming an important point for the shipment of lumber, staves, grain, spirits and other products of the contributing territory as far south as Youngstown, 65 miles, and long caravans of six and eight horse or ox-teams could be seen trailing along the toll-road between the two places. Tall-masted vessels and steamboats frequently filled the river for a mile back from the lake, up to Dimmick's and Wood's Landings. The receipts at the harbor and constituting back-hauls of the teamsters consisted principally of machinery, tools, agricultural implements, furniture, salt, lime, general merchandise, and a great variety of necessities and luxuries of the people of that period. It was a regular port-of-call for the fleet of passenger packet steamers plying between Buffalo and Detroit. These steamers always traversed the lake, well within sight of land, calling at all the principal ports, and occupied about four days in making the trip in either direction. This was fairly expeditious, considering the number of stops and the time consumed in

handling large shipments of package freight and taking on many cords of four-foot wood for fuel between ports.

From about 1830, following the completion of the Government improvement work, which made this port one of the best deep-water harbors on the lake, the period of its greatest marine activity set in. It soon became necessary to line the docks with warehouses to take care of the freight in transit until it could be forwarded, or came under the demands of local needs. The rapid increase in commerce outgrew the ability of vessels available to handle it and progressive men, who could see ahead and had confidence in the permanence and ultimate growth of the new West, set about to meet the demand by building more boats.

Thus the ship-building industry soon became an important feature of Conneaut's growing commercial importance. Ship carpentry was a trade followed by many men here for years, and a number of owners, captains and sailors on both sailing and steam craft hailed this as their home port. The first vessel constructed at this harbor was named in honor of the town, the "Salem Packet". Elias Keyes and Capt. Sam Ward were the builders. The boat was constructed on the flats above the Main Street bridge and at a point nearly under where now spans the new viaduct. It remained on the ways for some time after its completion, waiting for a sufficient depth of water in the river and, in the end, did not have to be formally launched, as an unheralded spring freshet carried it off the ways, but, fortunately, did it no damage. The Salem Packet was a "fore-an'-after" with a capacity for carrying 27 tons. That was a good-sized boat. Capt. Ward sailed her that season. As compared with the great ships of today the boats of that early period might be classed as a "mosquito fleet".

The next boat constructed was the *Farmer*, built by Christopher Ford and sailed by Capt. Charles Brown. This vessel was wrecked on Long Point in the season of 1827 and later floated and taken to Cleveland, where she was rebuilt.

James Tubbs built the *Independence*, a 30-ton schooner, on the beach a mile west of Conneaut Harbor. John Brooks constructed and sailed the small vessel *Humming Bird*, from which he was lost off Sandusky, being washed overboard. Other craft built in and about Conneaut in those early days included the following:

The Conneaut Packett, by Applebee and Tubbs; the sloop *Dart*, built in Kingsville and taken overland to Conneaut to be launched and fitted



CONGREGATIONAL CHURCH, CONNEAUT, OHIO



CITY HALL, CONNEAUT, OHIO

out; The Oregon and the Commercial, built at Harmon's Landing, west of Conneaut; the Reindeer, North America, Wisconsin, Constitution, Troy, J. B. Skinner, Henry M. Kinney, J. W. Brown, the Belle, Lucy Walbridge, Lucy A. Blossom, Banner, Dan Marble, Traveler, Telegraph, Grayhound, Stambaugh, Seabird, Fairy Queen, Nightingale, Ogarita, Indianola, Thomas Swain, Loren Gould, L. May Guthrie, Times, Monitor, Ann Maria, Valentine, T. B. Rice, J. G. Palmer, Conneaut and M. Capron.

The North America was a steamer, the first steamboat built in Conneaut. She was launched in 1834, was of 300 tons burden. This ship was the property of a stock company. Capt. Gilmore Applebee brought her out.

In 1836 the 400-ton steamer Wisconsin was constructed at Harper's Landing. She was also the product of a stock company and, after being launched, was towed to Buffalo for her final fitting out.

The next steamer built was still larger than its predecessors, having a cargo capacity of 450 tons.

The Banner, a trim schooner, was the boat to claim the next increase in size. She was launched in 1847, had a capacity of 500 tons and was at that time the largest sailing vessel on the Great Lakes. Capt. Marshall Capron was her proud skipper.

In 1862-3 a ship of 450 tons burden was built at Conneaut, for service on salt water. She was constructed on contract for Buffalo owners.

Then came a still larger ship, the Ogarita, having a carrying capacity of 600 tons. This ship quite overshadowed any other afloat on the lakes. She also was built for Buffalo parties. Capt. Andrew Lent was her master.

The early marine business of Conneaut Harbor reached its height between 1845 and 1852 and the village of Conneaut grew and prospered until the advent of the railroad in the latter year, then it received a decided setback as the overland means of transportation took the lion's share of the east and west freightage as well as a goodly part of the matter to be transferred to the southern points and the general passenger traffic.

For some years after the railroad killed the passenger and light freight business on the lakes, sailing vessels continued to do a considerable business at Conneaut Harbor in lumber and some other commodities, but as the valuable timber in the territory tributary to the lake trade became depleted, the cargoes became fewer and farther between, until during the '60s they had almost entirely vanished and many of the vessels had been sold and withdrawn to the upper lakes.

Conneaut Harbor became very soon little more than a fishing port and so remained for many years, till one fine day great steel interests decided upon acquiring possession of adjoining property and constructing a real harbor, to serve as a transfer point for the great quantities of iron ore that were being required at the mill sites in the Pittsburgh districts.

That was a happy day for Conneaut, and the outcome was that it was not long till the residents of that village began to boast of their wonderful harbor and the vast amount of tonnage going over their docks.

The period since the beginning of the new order of dispensation at Conneaut Harbor may be fittingly designated its "Iron Age", for, while millions of tons of coal and various manufactured products have in the meantime been received and despatched, iron ore in vast quantities has constituted the greatly preponderating constituent and asset of all its activities.

Early in the year 1887 the first faint symptoms of an approaching restoration of this long dormant harbor became apparent. A survey of the Erie, Shenango & Pittsburgh Railroad was begun, and several local citizens' meetings were held in furtherance of securing the proposed railroad's terminal here. In February, 1888, a company reorganization was effected and the name changed to Pittsburgh, Shenango & Lake Erie Railroad. Grading for the railroad began that month near Greenville, Pa. Conneaut citizens subscribed a bonus of \$25,000 on condition that a terminal of the road be built to this harbor, and a provisional purchase of 20 acres of land along the west side of the harbor was made by trustees of the fund. In March surveyors ran a line between Conneaut Harbor and Albion, Pa., and the work of driving piles to repair the breaks in the piers was begun and slowly prosecuted during the ensuing summer. Throughout the year 1889 the entire project was in a state of doldrums. Harbor improvement work was entirely suspended, and railroad building was prosecuted in a desultory manner. There was internal indecision and public uncertainty as to whether Erie or Conneaut would become the road's harbor terminal, until finally the company went under a receivership and all construction work was suspended. Refinancing and reorganization were accomplished by September, 1890, and thenceforth construction work was prosecuted with a vigor.

The years 1891-2 were historically eventful in determining the question and actually accomplished the reopening of Conneaut Harbor to navi-

gation and marine commerce. To Col. S. B. Dick, president, and A. C. Huidekoper, vice-president, of the reorganized railroad company the credit is due for the decision arrived at and the activity displayed in carrying it into actual effect. During the year 1891 the railroad was completed to a junction with the Nickel Plate near Girard, Pa., from whence trains were run over the Nickel Plate road to that company's passenger and freight terminal in Erie.

In October grading for the harbor branch of the road was begun and the work pushed as rapidly as possible throughout the following winter. Much of the land abutting the west bank of the river between the Lake Shore Railway fill and the harbor entrance was purchased, to control which, and to construct and operate the docks, the Pittsburgh & Conneaut Dock Company was incorporated as an auxiliary to the railroad company. Work of pile-driving and building part of a 600-foot dock (later a part of Dock No. 1) was prosecuted, upon which was erected six legs of Brown hoists, with one-ton buckets. A dredge was brought here which had first to cut the channel ahead of itself through the great sandbar at the harbor mouth, to gain an entrance and begin dredging and clearing out the many years' accumulation of sunken logs, trees and snags, which the bar had held in the river bed. The summer of 1892 witnessed the driving of the last spike connecting Conneaut Harbor by rail with the southern coal and furnace districts. Unable to wait the slow action of the National Government in utilizing for harbor improvement the \$40,000 appropriated by Congress in that year, the dock company officials obtained permission from the War Department to repair the piers and dredge out the channel between them at the company's expense. This work resulted in opening a narrow channel 16 feet deep alongside the west pier. The ore dock was completed and two "whirlies" built thereon to supplement the Brown hoists in unloading vessels, and Conneaut Harbor was ready to enter into the iron ore traffic. Dredging continued uninterruptedly throughout the season, and the dock company expended about \$250,000. The first loaded vessel to enter this harbor in nearly a quarter of a century was the barge *Marine City*, on September 30, 1892, with a deckload of pine lumber for the Record Manufacturing Company, of this city. But the great event occurred on Sunday, Nov. 6, when the steamship *Charles J. Kershaw*, drawing 16 feet forward, entered with the first cargo of iron ore (1130 tons) ever unloaded at this harbor.

When it became known that the first cargo of ore was arriving nearly the entire population of Conneaut hurried to the harbor to welcome it. Deep silence and some anxiety prevailed as the tug O'Brien towed the barge slowly and carefully through the narrow channel between the piers, but after it had safely arrived alongside the dock every steam whistle at the harbor opened wide in shrill salute of welcome and the massed crowd of people sent up a great shout of exultation. The two cargoes above mentioned were all that arrived that season, but it was a beginning.

The year 1893 witnessed greatly increased activity at the harbor, both in improvement work and the shipping business, despite the fact that the great panic of that year had occurred and business depression had the entire financial interests of the country in its grip. In February a contract had been entered into for the shipment of 250,000 tons of Marquette ore to the Conneaut docks during the season. In preparation to unload the cargoes expeditiously three additional Brown hoists and two new King hoists were erected and additional "whirlies" constructed, the entire cost of the hoisting outfit then amounting to about \$150,000. A long stretch of additional dock construction, extending it to 1,700 feet, was completed, and long lines of sidetracks for switching and storage purposes were laid. Early in the season a contract was let by the Government engineer for pier work and dredging at the harbor entrance under the appropriation made the previous year. The project adopted by the Government engineers contemplated construction of two parallel piers 200 feet apart, extending out a sufficient distance into the lake to insure a channel depth of 17 feet of water. Early in the morning of May 15th the first disaster occurred at the harbor. A strong flood pouring down the river created a current which broke the mooring lines of the dredge Continental. In a few moments she was swept out into the lake on the swift current, where a high sea was running and sunk. All aboard of her, the captain, engineer, two deckhands and a female cook, were drowned.

June 3rd witnessed the arrival of 34 carloads of the first coal for shipment. Whirlies loaded it into the barge Wayne, for Duluth. On June 7th the steamer Queen of the West arrived with 1,300 tons of ore, the first cargo of the season and the second at this harbor. A week later, the steamer Servia arrived with 1,700 tons of Ashland ore, and thereafter this harbor was fairly launched upon its career as a great iron ore receiving port. July 30th a fleet of six steamers, "whalebacks" and barges, were

moored in the then small harbor, and the novel spectacle attracted hundreds of visitors. Later on so many of the "whaleback" type of vessels, dubbed "pigs", came in here that rival ports named this harbor the "pigpen". The first season's business at this redeveloped harbor included 100 cargoes of ore, totaling 203,207 tons. Eleven cargoes of coal that conveyed a total of 23,185 tons of coal were shipped to the upper lakes.

In the month of April, 1894, 400 additional feet of dockage was under construction. In May the dock company purchased 17 acres of land contained in the "Big Bend". This was for dockage and slip excavation. In July of this year the dock laborers went on a strike and became so demonstrative that the mayor called for a company of state militia and the Geneva Rifles were sent here and order was restored. In September the steamer S. S. Curry, 4,750 tons of coal, which was the record coal cargo on the Great Lakes up to that time.

The United States & Ontario Steam Navigation Company was incorporated in September, 1894, and a contract was let that winter for the building of two ferry-boats for service in connection with a contract that had been made with the Grand Trunk, in Canada, to export coal from Conneaut Harbor to Port Dover and Port Stanley. These car-ferries were built to carry 30 cars, which, at that time, constituted a good-sized train-load. These ships were put into service the following season. They were named the Shenango No. 1 and the Shenango No. 2 and the No. 1 made the first trip on August 17, taking a large party of officials and invited guests on board. These ships started out on their mission most auspiciously and without intimation of the tragic manner in which both were to be put out of commission later on.

During the following winter the Shenango No. 1 was caught in the ice in midlake and drifted about with the floe for three months before she was released.

In 1896 Andrew Carnegie and his associates purchased a controlling interest in the Pittsburgh, Shenango & Lake Erie Railroad and in the Pittsburgh & Conneaut Dock Company. Immediately thereafter the railroad was extended from Butler, Pa., to the Carnegie mills near Pittsburgh. The railroad and dock companies contracted to deliver 2,000,000 tons of iron ore to the furnaces of the Carnegie Steel Company annually. To accomplish this it was necessary to make extensions to their harbor facilities, for which purpose \$500,000 was appropriated, and the Rockefeller

"Bessemer" fleet of steel steamers was given a contract to bring down the ore. To an appropriation of \$40,000 made the previous year another like sum was added by the Government.

In January, 1897, the Pittsburgh, Shenango & Lake Erie Railroad was reorganized and renamed the Pittsburgh, Bessemer & Lake Erie, and the line was extended that year to North Bessemer, giving a direct route from Conneaut, 148 miles long. That winter a new slip 1,300 feet long and 165 feet wide was excavated southward in line with the main channel, on which new docks was installed a battery of fast twelve McMyler hoists.

The steamer Andrew Carnegie this season brought in the record cargo of iron ore, 5,160 tons. And this summer also saw the innovation of the first steel hopper-cars, of 50-ton capacity. The "Bessemer" company placed an order for 600 of these cars.

In 1898 the dock company acquired the entire Andrews estate, lying east of the river, which was used for dock and storage purposes, and made accessibly by a railroad bridge from the west side. In 1859 the Pittsburgh Steamship Company was organized and contracts were awarded for construction of several ships larger than any then on the lakes. The new company also purchased the 16 steamers and 20 "whaleback" barges comprising the fleet of the American Steel Barge Company. Eventually the new fleet numbered over a hundred big ships.

The importance of Conneaut Harbor as a lake shipping point commanded attention of the United States Government, and liberal appropriations were made from time to time. The plans for harbor protection at this port were finally approved by the War Department, providing for a west pier 1,075 feet long, an east pier 1,467 feet long, east and west breakwaters 1,000 feet and 1,200 feet long, respectively. This plan was carried out and subsequent additions made, till Conneaut has nearly 8,000 feet of breakwater wall and is one of the best protected and most approachable harbors on the chain of lakes.

In the year 1899 the first Hulett "clamshell" ore machine ever built was installed on a Conneaut dock and it was a wonder to all beholders. That, however, was but a starter to the immense fast plants that now adorn the docks of this harbor. Everything is of the most modern type, electricity has displaced steam as a means of power and hundreds of men have been put out of work by the inventive genius of bright minds that

has resulted in the making of machinery that seems almost human in its operation.

When improvements now under way on the Conneaut docks are completed several years hence, Conneaut will have the finest dock on the lakes, in the opinion of marine men of that place.

One of the greatest projects under way, and scheduled for completion in 1926, is the widening of the main river, to the extent that a 600-foot steamer will be able to turn completely around in the main river with ease. Formerly it was possible for but two boats to ride side by side in the main channel, but when operations under way by the Dravo Construction Company in straightening out the west bank of the river are completed, five freighters can easily pass. The west bank is to be buttressed by a huge concrete wall sunk to rock bottom on which will be erected a series of electric Hullets. Back of the machines will be storage space for 3,000,000 tons of ore, tripling the present dock capacity which is approximately 1,500,000 tons.

At present two new electric Hullets are being erected here, and when they are in operation, sometime this summer, will give Conneaut a battery of nine Hullets, five of them electrically operated. In the fall two of the old hydraulic Hullets, the first ever erected in the world, and the invention of a Conneaut man, will be dismantled. These two are now in the battery of four "water dogs" on the local docks which were placed in operation years ago, being invented and perfected by Frank Hullett, now deceased.

Great Bridge.—The most outstanding point in the history of Conneaut is the day on which the Connecticut Land Company's engineers landed, thereby starting the history of Ashtabula County. The next biggest day in the city's annals was Friday, July 18, 1924, when the massive viaduct spanning the deep valley of the Conneaut River was dedicated, thus opening to the citizens and the traveling public the largest bridge in the State of Ohio in the construction of which the state had assisted. The event was attended by elaborate pageantry and a program of addresses, among the speakers being several notable men. Among these were a personal representative of the State of Ohio, the secretary of state, state director of highways, chief engineer of bridges of state highway department, chief engineer of the state highway department, senior bridge engineer of the United States Bureau of Public Roads and also a representative of the

chief of the same bureau, the chief highway examiner, the city manager of Cleveland, the United States congressman from this district, and officials of Ashtabula County. The day's program began with a great pageant in which appeared all manner of vehicles in use for the past century and more. Notable among the equipages was the ancient coach owned and driven by Marquit Andre La Lafayette during his stay in this country, driven by a red-coated flunkey and with a green clad footman, and occupied by a couple dressed in the costumes of Lafayette's day; the carriage in which King Edward of England rode when he made a tour of this country; one of the old omnibusses that were used before the advent of the street-cars and modern carryalls; prairie schooners, drawn by oxen and attended and occupied by people garbed as in the days of old-time emigration; old-time high-wheel bicycles, and other agencies of transportation representing the evolution of the means of conveyance from the ox-team to the airplane. While the last-named machine could not actually participate in the parade, it was in evidence, soaring above the city and occasionally dropping an air-bomb to enliven the occasion. From a stand erected on the west approach of the viaduct a program of speeches was delivered to an immense throng of interested listeners. This part of the program concluded with the formal christening of the new bridge which consisted of breaking a jug of water on the superstructure, the act being performed by Mrs. Amelia Chidester, who was nearing her ninetieth birthday and the oldest resident of Conneaut who was physically able to do the honors of the occasion. The gallon of water that served on this occasion was made up of one quart of water from the supply of the cities of Chicago, Buffalo, Cleveland and Conneaut, a novel idea and very appropriate, since the completion of this bridge eliminated two of the worst hills on the direct National Highway between Chicago and Buffalo. It was estimated that 30,000 visitors were in Conneaut on the occasion of the "opening". The structure is briefly described as follows:

Located on the Chicago-Buffalo road. Replaces the last toll bridge within Ohio. Eliminates two of the most difficult hills on the Chicago-Buffalo road. Built jointly by the Federal Government, the State of Ohio and Ashtabula County. The structure is entirely of reinforced concrete. There are seven main arch spans with six smaller approach spans. The extreme length is 1,317 feet. Height from water to sidewalk—85 feet. Width between curbs—32 feet. Sidewalks on either side—5½ feet wide.



HIGH SCHOOL BUILDING, CONNEAUT, OHIO



UNLOADING AN OAR CARRIER, CONNEAUT HARBOR

The viaduct is on a grade, the east end being eight feet higher than the west end. It is the largest highway structure in which the State has ever participated. It contains 12,500 cubic yards of concrete and 1,100,000 pounds of reinforcing steel. The total weight is approximately 30,000 tons. Twenty-three months were required to build it. Cost approximately \$516,000.

The agitation for this bridge was commenced in the summer of 1912, when a petition signed by 400 citizens of Conneaut was presented to the county commissioners, asking that body to construct a high-level roadway across the valley. At about the same time the county officials were also confronted with a movement at Ashtabula for a like structure at the north end of Main street. The answering of both prayers was out of the question, and as neither city could be favored without objection on the part of the other, the proposition lay dormant for a number of years. The progress in road improvements occasioned by the growing automobile traffic, the country over, called for more than local aid in construction and a National Government bureau was made, which apportioned aid to state bureaus, and with this backing, in 1921, approval of both big bridge projects in this county was obtained and federal and state aid pledged. Just about this time the old toll bridge, which had served in Conneaut since 1902, was condemned as unsafe and closed to vehicle travel. This necessitated all east and west traffic going through the terrible gulf road and created a demand for immediate action toward a remedy for the situation. This urgency was recognized by all, and contracts were awarded and work begun in August, 1922, and was completed in 23 months. This structure was, at time of its completion, the largest highway bridge in Ohio in construction of which the state had participated. Builders will be interested in the materials entering into the bridge composition, which embraced the following: Twenty-one thousand barrels of cement, 10,000 tons of crushed limestone, 10,000 tons of sand, 10,000 tons of crushed slag, 600 tons of reinforced steel, 9,000 square yards of waterproof cotton cloth, 450,000 paving brick, 200 tons of asphalt, 300 tons of crushed granite, 250,000 board feet of lumber, 300 pounds of paraffine. Over 800 cars of material was unloaded for the structure.

The advantage of this high-level roadway at this point is illustrated in the following calculations by the expert mathematician of the News-Herald:

"With the opening of the new bridge and the consequent doing away with the necessity for motorists to use the rough and treacherous hills and road across the creek valley the average driver will probably heave a great sigh and exclaim, "Gee, I'm glad I don't have to drive under the bridge any more."

But in addition to this satisfaction there is a distinct economic gain that few will sense. The new route from East Conneaut across the new bridge is approximately 1,000 feet shorter than it was by way of the old structure. An average of 5,000 cars passes along this route each day, and oftentimes on Sundays and holidays runs up to more than double that number.

Thus each day there will be saved by the new bridge 5,000 times 1,000, or 5,000,000 automobile feet. This is approximately 947 miles. Figuring the average gallon mileage as 15, this means that motorists every day will save 63 gallons of gasoline by using the new route.

Sixty-three gallons of gasoline at 21 cents a gallon is \$13.23. In the course of a year the bridge saves a gasoline bill of \$482.89. One gifted at statistics might also figure the saving in time, oil, wear on tires, depreciation on the machines, etc. Thus does the new structure justify the outlay involved, from a monetary standpoint."

The toll bridge which the new high-level displaced was originally a railroad bridge in Girard, Pa., on the line of the Nickel Plate. When it was displaced there, it was purchased by M. W. Culbertson, of that place, who made arrangements with the Ashtabula County commissioners to allow him to reconstruct it at the east end of Main street in Conneaut. It was put into service there in 1902, and in 1907 the superstructure was rebuilt. When the C. & E. interurban line was built, it crossed this bridge in a framework extension constructed especially for that purpose, along the north side. A few years later a part of this framework gave way under a funeral car and nearly precipitated the car, the mourners and casket to the valley bottom. Then the track was transferred to the main structure. The bridge was closed to traffic in the early spring of 1922, but the trolley cars were allowed to continue to use it until September of that year, when it was sold to a Buffalo junk concern, which shut off all vehicular traffic, and that was the death knell of the C. & E. interurban service, which was discontinued forthwith.

Adventure of a Pioneer.—One of the stories of adventures of the early day residents of Conneaut has to do with the strange experience of one Solomon Sweatland. Several versions of the story have been published, but the main features are related quite similarly, and the following account, copied from the Williams Brothers' History, is very likely as near to the facts as could in any way be ascertained, as there is no historical record of early date. Credit for this version is given to Harvey Nettleton.

"Sweatland was an active young man, residing with his family on the lake shore, a short distance below the mouth of Conneaut Creek. He was fondly attached to the sports of the woods, and made a chase a source both of profit and amusement.

"A favorite method of capturing deer at this time was to chase up a herd of them with hounds, and drive them into the lake, as these animals readily take to the water when hotly pursued. Sweatland kept a canoe for the purpose of going upon the lake in pursuit of the deer, and one of his neighbors, who acted in concert with him, kept a number of hounds. The arrangement between the two men was that while Mr. Cousins, the neighbor, should go into the woods, and with the dogs start the deer toward the lake, Sweatland should be prepared to take his canoe and pursue and capture the deer as soon as it should take to the water.

"His canoe was nothing more than a large whitewood log hollowed out and formed into the shape of a canoe, about 14 feet in length, and rather wide for its length.

"It was a lovely morning in the early autumn of the year 1817; Sweatland had risen early, in anticipation of enjoying a chase upon the blue waters of the lake, and without putting on his coat or waistcoat, listening as he went towards his canoe for the approach of the hounds. He soon heard their deep baying, and by the time he reached the boat he found that a large deer had already taken to the water and was rapidly moving away from the shore. Throwing his hat upon the beach and boarding his canoe, he was soon engaged in an animated chase. The wind, which had been fresh from the south during the night, began now to gradually increase until it became nearly a gale; but Sweatland, intent upon catching his prize, paid little or no heed to this. The deer was a vigorous animal and, stoutly breasting the waves, gave proof that in a race with a log canoe, managed with a single paddle, he was not to be easily vanquished. Our hero had attained a considerable distance from

the shore before overtaking the animal. The latter, turning and shooting past the canoe, struck out toward the shore. Sweatland, with alarm, now discovered his danger. Heading his frail bark toward the land, he discovered that with the utmost exertion he could make no headway whatever against the terrible gale that was now blowing against him, but, in fact, was every moment being carried further and further from the shore.

"His outward progress had been observed by Mr. Cousins and others on the shore, who now became alarmed for his safety. They saw at once the impossibility of his returning in the face of such a gale, and unless help could be got to him he was doomed to perish at sea. Soon a boat containing Messrs. Gilbert, Cousins and Belden was launched, with a full determination of making every possible effort for his relief. They soon met the deer returning toward the shore, nearly exhausted, but the man himself was nowhere to be seen. They continued their search until they had gone many miles from the shore, when, meeting with a sea in which they judged it impossible for a canoe to live, they returned, giving Sweatland up for lost.

"Our hero, meantime, was manfully battling with the waves of an angry sea. He possessed a cool head and stout heart, which, with a tolerable degree of physical strength, and remarkable powers of endurance, were of immense advantage to him in his emergency. As the day wore away, he receded farther and farther from the shore. As he followed with his eyes the outline of the distant shore, he could distinguish the spot where his own dear cabin stood, filled with hearts burning with anxiety and distress on his behalf. During the day one or two schooners were seen, which he tried in vain to signal.

"Seeing the utter hopelessness of getting back to the American shore, he made up his mind to sail with the wind and strike out for the Canada side. The gale had now arisen until it was indeed furious. He was borne on over the angry waters, utterly powerless to guide his bark. He was obliged to stand erect, moving cautiously from one extremity of his vessel to the other, so as to trim it to the waves, fearing that each succeeding plunge would be the last one. He was obliged, too, to bail his boat of water, using his shoes for this purpose.

"Hitherto our hero had been blessed with the cheerful light of day. Now darkness was rapidly approaching. The billows of the sea looked dark and frowning. Thinly clad and destitute of food, our hero passed a

terrible night. When morning came, he found he was in sight of land, and that he was nearing Long Point, on the Canada shore. After being buffeted by wind and waves for nearly thirty hours, he reached the land in safety, and no mortal man was ever more thankful. Still, exhausted from fatigue and faint from hunger, he found himself 40 miles from any settlement, while the country that intervened was a desert, filled with marshes and tangled thickets.

"We will not undertake to describe his toilsome journey toward the Canadian settlements. Suffice it to say he arrived in the course of 20 or more hours, and was kindly received by the people, who showed him every hospitality. On his way to the settlement he had the good fortune to find a quantity of goods, supposed to have been driven on shore from the wreck of some vessel. Accompanied by some of the inhabitants, he returned and took possession of the goods, which he carried to Buffalo, and from the avails of which he purchased himself a new suit of clothes. He then took passage on the schooner 'Fire-Fly' bound for Ashtabula Harbor. Arriving at his dwelling, guns were fired from the deck of the schooner and the crew gave three loud cheers. On landing, he found that his funeral sermon had been preached, and that his wife was clad in the habiliments of mourning."

Changed Their Plans.—Starting from Harpersfield, N. Y., in 1798, one Thomas Montgomery, with his family and a man named Aaron Wright, set out for the Western Reserve with the idea of making their destination the town now in this county, which had been named for their old home place, Harpersfield. When they reached Conneaut, they stopped for a rest and to look around, and the result was a decision to locate there, and they became the first permanent residents of that place.

Being, as it were, the gateway to the great West, they decided that it was destined to become a place of importance, and the general beauty of the surroundings and promising outlook was what caused them to give up locating in Harpersfield, notwithstanding they would there be among their friends who had preceded them from the East.

It happened that they, too, found an inviting, ready-made domicile awaiting them, the Kingsbury family having moved on and left the surveyors' house again vacant and free to all comers. Of this the Montgomery-Wright party took possession immediately and prepared to settle.

In addition to this, they had the advantage of cleared spaces that had been under cultivation by the Indians, who had but recently withdrawn to new localities, away from the encroachments of the white men. Thus relieved of the burden and delay necessary to the construction of a house and the clearing of trees and stumps to make room for crops, this party had a good start toward their future prosperity.

The year following the settlement of the Montgomery-Wright party, they were joined by several families from the east, and one can imagine what a joy it was to have the solitude of their existence broken by the sight of friendly and familiar faces, the ring of the ax and the song of the chopper. Among the newcomers, in the year 1799, were John and Nathan King, Samuel Bemus, and Robert, Levi and John Montgomery, all from New York state. They at once decided to follow the example set by their immediate predecessors and locate on the eastern edge of the Reserve, and they began the construction of cabins. Aaron Wright built his home on the site where now stand the Cummings' homes, in the western suburb of Conneaut. The following account of one little incident of makeshift pioneer life is credited to Mr. Wright:

"I once lived 16 days without seeing a human face, excepting my own, in a pail of water which I used for a looking-glass, when compelled to shave, and this was the only facility I had for making my toilet for a long time. After my 16 days' seclusion, a friend called upon me, and of course I was anxious to receive him hospitably and entertain him in good style. My larder was wanting in one very important article, viz: meat, the bones of my last porcupine having already been picked. While I was in this dilemma, two other friends called, one of them, fortunately, having killed a fine turkey. I set him to stripping the feathers, while I prepared my kettle and some dough wherewith to make a potpie, by simply putting the flour and water together. I soon had supper in readiness, and my friend has often informed me that it was the best meal to which he ever sat down, made up of my potpie, bread, pepper and salt. When it was time to retire I spread my straw bed upon the floor as usual, and, by lying crosswise, four of us enjoyed a good night's rest."

Another year brought numerous additions to the colony, many people of the East being attracted by the glowing accounts that got back there regarding the new country, its advantages and promise. Among the next settlers are named Seth Harrington, James Harper and James Montgom-

ery, with their families; Daniel Baldwin, James and Nathaniel Laughlin, Dr. Nehemiah King, the first physician, who was a most welcome acquisition to the settlement; Peter King, Sr., and Peter King, Jr., Elisha and Amos King, Hananiah Brooks, Caleb Thompson, William Perrin, David Gould, Zebediah and Seth Thompson, Daniel Sawtell, James Dunn and others.

Each successive year brought many newcomers, from all parts of the East, and it was not many years till they who comprised the thrifty colony began to talk about organizing a village. This culminated in the year 1804, in the organization of Salem Township, and it was the first organized township in Ashtabula County. Salem included that territory to the south which is now Monroe, which latter section was taken from Salem in 1818 and given its present name. The name Salem gave way to Conneaut in 1832, after the postoffice and river had been known by that name for a long time.

The home of Nathan King was the scene of the first meeting called for the election of officers for the new town, and the men named, and their respective positions, were as follows: Clerk, James Montgomery; trustees, James Harper, Nathan King and William Ferguson; poormasters, Hananiah Brooks and Joseph Tubbs; supervisors of highways, John King and James Montgomery; fence viewers, Seth Harrington and James Ferguson; constable, Levi Montgomery; treasurer, James Harper. Dr. Samuel L. Fenton was elected the first mayor of Conneaut, in 1834.

First Family to Winter Here.—The assertion that James Kingsbury and his wife and children were the first family who spent a winter on the Western Reserve has never been disputed, and they had a most tragic experience as a result of their venturing into the unbroken West. They landed at Conneaut Creek shortly after the surveying party had moved on to the Cuyahoga River and established its permanent headquarters. The Kingsburys were in great luck, for a starter. They had not known where they might settle when they reached the new land of promise, but when they found the good house vacated by the surveyors, they at once took possession, congratulating themselves on their good fortune in not having to pitch their tent in the forest for an indefinite period till they could build a place of abode.

The late Harvey Nettleton is given credit for the following account

of the experiences of the Kingsbury family, in the history published by the Williams Brothers:

"The story of the sufferings of the family during that severe winter has often been told, but by those who are in the midst of plenty and to whom want has never been known, it is with difficulty appreciated.

"Circumstances rendering it necessary during the fall for Mr. Kingsbury to make a journey to the State of New York, he left his family in expectation of a speedy return, but during his absence he was prostrated with a severe sickness that confined him to his bed until the setting in of winter. As soon as he was able, he started on the return trip to the new home, fully realizing that his extended absence might mean great hardship to the family back there in the wilds alone. At Buffalo he secured the services of an Indian guide, who conducted him through the wilderness. At Presque Isle (Erie), anticipating the wants of his family, he purchased 20 pounds of flour and proceeded on his journey. In crossing Elk Creek on the ice, he disabled his horse and left it in the snow, and, placing the flour upon his own back, pursued his way, filled with gloomy forebodings as to the condition of his family.

"On his arrival on the evening, his worst apprehensions were more than realized in the agonizing scene that met his eyes. Stretched upon the cot lay the partner of his cares, who had followed him through all the dangers and hardships of the wilderness without repining, pale and emaciated, reduced by fierce famine to the last stages in which life can be sustained, and near the mother, on a little pellet, were the remains of his youngest child, born in his absence, and who had just expired from the want of that nourishment which the mother, herself deprived of sustenance, could not supply.

"Shut up by a gloomy wilderness, far from the aid and sympathy of all friends, filled with anxiety for an absent husband, suffering with want, destitute of necessary assistance, she was compelled to behold two children expire around her, powerless to help them.

"Such is the picture presented, truthful in every respect, for the contemplation of the wives and daughters of today, who have no adequate conception of the hardships endured by the pioneers of this beautiful country of ours.

"It appears that Mr. Kingsbury, who later became known as Judge Kingsbury, in order to supply the wants of his family, was under the

necessity of transporting his provisions from the mouth of the Cuyahoga River on a handsled, and he and his hired man drew a barrel of beef the whole distance at a single load."

In later years Mr. Kingsbury became a prominent figure in the life and progress of the Western Reserve, and eventually he changed his place of residence from Conneaut to Newburg.

Car Ferry Disasters.—There seemed to be an unkind fate guiding the Conneaut car ferries in their early career. The undertaking of winter navigation proved very costly, it being quite a common occurrence for the ships to become stuck in the ice for days or weeks, and, in one instance, at least, in the winter of 1894, the Shenango No. 1 drifted about the lake for three months before being freed from the icy shackles that held her helpless. This same boat eventually fell prey to the ice floes. Her last trip was on Jan. 8, 1904, when she left Rondeau, Canada, for her home port and, almost at the entrance to Conneaut Harbor, in sight of her home dockage, she was stopped by the heavy anchor of ice and became so solidly embedded that she was unable to move forward or backward. After several days' efforts to free her, dynamiting was resorted to as a last hope, and that proving also of no avail, there was nothing to do but wait for the spring breakup. Again this ship lay fast in the ice for three months, but was not destined to so fortunate a release as before, for on March 11 she was discovered to be on fire in her hold, and all of her that would burn was licked up by the flames and only her shell remained. When the ice broke up in the spring the hull sank, and that was the last of the Shenango No. 1. The flames worked so fast that one fireman, who was asleep in his berth, was unable to get out and was cremated.

The Bessemer & Marquette No. 2 car ferry left Conneaut on Dec. 7, 1909, for Post Stanley, Ont., with a cargo of loaded coal cars, and was never heard of again. This case was one of the greatest mysteries of the history of Lake Erie. That a ship of such magnitude could be so utterly lost in Erie's shallow waters would be unbelievable were it not for the proof given in this case, for the lake was dragged and sounded for years, till it seemed that every foot of the lower end had been examined, and not a sign of the wreck was ever located. The ship was manned by a crew of 32 men, under Capt. R. R. McLeod, of Conneaut, and carried 30 cars of coal and structural steel. During the afternoon of the day when she

cleared, a strong southwest wind rapidly increased into a terrific gale, which continued with unabated fury throughout the following night. No one knows where, or when, or why the staunch ship foundered, for not one who was on board survived. It was a generally accepted theory that some of the cars must have broken their fastenings and, with the ship rolling and pitching, gone through her bow or side. It was over a week before the first sign of the boat came to light, and that consisted of a most gruesome discovery. A fish tug out about 15 miles from Erie picked up one of the lifeboats of the Bessemer & Marquette No. 2, about 15 miles in the lake, which contained the frozen bodies of nine of the ship's crew. The following spring two more bodies of members of the crew were picked up on the beach below Long Point, on the Canada side, and another was recovered from the ice in the Niagara River. During the following summer the body of one of the pilots was found in midlake, and shortly afterward Captain McLeod's was discovered nearly buried in the sand of Long Point. (By C. S. Putnam.)

Pullmans' Contract.—The Christian Church Society of Conneaut gave to the Pullmans, of palace car fame, their first big job, and thereby helped to put them on the road to wealth and notoriety. Long years before the Pullmans ever thought of the palatial sleeping and drawing room cars, much less of founding a great city to carry their name and fame down the ages, the senior Pullman and his two sons, George and Albert, were the original inventors of a house-moving device that had proven very successful in transporting small buildings from one lot to another, and which they claimed would work equally well on large buildings, but they never had a chance to prove it out fully till they heard that the Christian Church Society of Conneaut was desirous of changing the location of their house of worship. The Pullmans lived in Dunkirk, and Mr. Pullman went to Conneaut and contracted with the church officials to move the building for a consideration of \$170.

The First Christian Church was founded on May 23, 1818, and meetings were held for some time in the Peter King schoolhouse, the Rev. John Cherry being the first pastor. After a few years, the society erected a church at the old center, a mile west of the present principal business section. About the middle of the last century the property on Buffalo street was acquired, and then arose the question of a building thereon, as

the officials had little faith in the efficacy of the moving machines of the Pullmans, of which they had heard. The building was a heavy frame structure, 40 x 50 feet on the ground. It was built in the days when the best of timber was used and was substantial in every particular. To move such a building today a distance of a mile would be but a matter of a few days' work at most, but it took two months to accomplish the feat with the crude machinery of the Pullmans. That was before the quietude of Conneaut had been disturbed by the scream of the locomotive whistle and the rumble of the cars, and the moving apparatus was brought overland from Dunkirk, a distance of more than 50 miles. Three teams of horses were required to haul the outfit. The three Pullmans and one other man performed the work of moving. The men boarded with the Fifield family, strong supporters of the church, who took them in as an accommodation, and not for gain, as the Fifields did not need the money. In fact, they received no money. The job proved a losing venture financially, and to help recompense the contractors for their losses, the Fifields charged them nothing for the care of the men and teams while the work was going on. The old church was placed on its new foundation without damage and served the congregation well for many years. In 1913 it was displaced by the present splendid structure, in which was held the great demonstration that celebrated the hundredth anniversary of the organization, on May 26, 1918.

First White Settler.—Soon after the Connecticut Land Company's party of surveyors arrived and landed at the mouth of Conneaut Creek, they were surprised upon learning of the presence of a man in that locality who is believed to have been the first white settler of the Western Reserve.

His name was Halsted, and he had a shack in what is now East Conneaut, where he said he had lived alone for several years. He was friendly in his attitude toward the newcomers, but did not court intimacy, and was never at all communicative relative to himself. He showed little interest in anything regarding the eastern section of the country and, withal, was quite a mysterious personage. He disappeared shortly after the surveyors arrived, not taking the trouble to say good-bye, nor to tell where he was going.

Stage Coach Tragedy.—Conneaut River furnished the setting for a distressing tragedy that illustrated the possibility of accidents when

traveling by stage, as well as the interruptions liable to befall such means of going from place to place. On Feb. 10, 1832, the regular stage coach left Erie for Cleveland, filled with passengers. There had been a few days' thaw, and when the conveyance reached "Conneaught" Creek (so spelled in the newspaper account), it was found that the ice had broken up and a freshet was in progress that overflowed the banks of the stream. It was at once apparent that the stage could not be taken farther until the water receded, but some of the passengers were anxious to be on their way and thought if they could get across, they could procure other conveyance and proceed on their journey. The driver was induced to unhitch a horse and try to ride it through the stream, which he accomplished very successfully, and returned to the stage. The passengers who were in a hurry, among whom was a Mr. A. M. Brown, then mounted the other horses and, piloted by the driver, started through the flood. Mr. Brown allowed his horse to deviate from the course the others were taking and got into deep water and was swept away, out into the lake, underneath the ice, and his body was not recovered.

Plans of Steel Company.—The formation of the United States Steel Corporation, in 1901, was a cause for deepest regret for Conneaut residents, as it deprived that place of that which would undoubtedly have been the starter for a great future steel town. On Jan. 8, 1901, the Associated Press announced, as given out by President Charles Schwab, of the Carnegie Steel Company, that that concern would soon begin the erection of what would be the largest tube mill in the world, its location to be at Conneaut, Ohio, and its cost \$12,000,000. This announcement attracted wide attention throughout the country, and produced a state of great excitement in Conneaut. As an earnest of this announcement, the land agents of the company began closing options on thousands of acres of land east and south of the harbor, which options had already been quietly obtained during the preceding year. Hundreds of thousands of dollars were paid to such landowners, and it meant independence for several of them, but the plan was doomed to be nipped in the bud, for the formation of the United States Steel Corporation included absorption of the Carnegie Steel Company and resulted in an abandonment of the tube mill project, and the anticipations of great commercial expansion by Conneaut residents underwent a decided eclipse. (C. S. Putnam.)

Public Library.—Away back in the early years of Conneaut steps were taken to obtain for Conneaut a public library, and numerous schemes were worked whereby to procure funds with which to start such an institution. Most notable of the efforts was a series of annual excursions to Conneaut Lake, which were run for several successive years under the direction of George J. Record, and the net proceeds were turned over to the township trustees, after a library had finally been established. In 1905 was formed the People's Free Library Association, composed of members who were willing to pay a yearly tax, that the general public might have the benefit of free reading. The collection was in the hands of H. H. Timby, who circulated them from his bookshop. In November of that year the question of sustaining a free public library by taxation was voted on and carried by a good majority. Mr. Timby continued in charge of the books until 1908, when, through the generous gift of \$25,000 by Mr. Carnegie, a new building was erected and formally opened to the public on May 3, 1909. Marie T. Brown was chosen librarian, a position she still holds. Besides the circulation from the library, there have been placed at Amboy, at the Bethel, at the schools in Amboy, Farnham and North Conneaut, small assortments of books for the convenient use of rural communities. The patrons of the library number fully 7,000 persons.

Country Club.—One of the social institutions of which Conneauters are proud is the Country Club, which was organized in 1921. When a few enthusiastic Conneaut men had the temerity to suggest such an organization, others looked doubtful and the promoters received little encouragement. However, they were not to be discouraged until they had put the proposition to a test, and they were most agreeably surprised at the interest shown, and the outcome of their efforts was within a month there had been subscribed \$16,000 worth of stock in a holding company, a tract of 76 acres had been secured, and within 60 days from the launching of the project a new golf course had been constructed. The club today has a splendid home and property on the lake road.

East Conneaut as "Little Hope".—An old resident of East Conneaut, whose modesty evidently prevented the appearance of his name, wrote the following reminiscence for the News-Herald:

"Little Hope of 60 years ago had few attractions, no business to speak of, a quiet little place. Two schoolhouses, the little yellow one at

the corner of Thompson and Main roads. I say little, but it held all there were to go and served as Sunday school room, with good Noah Bartlett to lead and see that our verses were committed to memory. That made Bible scholars. And the red brick that stood at the corner of Middle road and Main, where the grade school stands today, and in 1862 was used for Sunday school, with Russell Keyes as superintendent. Now the large building erected in 1902 accommodates 140. But that is not to be compared with the splendid fireproof building that stands on Rowe street, with grades from fifth to ninth, accommodating 178 scholars, with a large auditorium, used for all entertainments, and is a good monument to the growth of East Conneaut.

"In place of schoolhouses used for churches, we are to have a splendid new M. E. Church, made possible by the untiring efforts of Rev. Norman and committee.

"The first time the writer walked over the road was the Fourth of July 62 years ago. The first stop was at Samantha Ray's shop, later Philando Petty's, the Eden of all small children, for the things were in a splendid messy heap that we all loved.

"Every one who had no horse had to walk and carry all of their groceries.

"We went to Keyes' grocery and got those splendid big codfish and Bills Buffalo soap, with the picture of a charging buffalo and the soap as strong as the buffalo. The codfish has become an aristocrat and not for the poor people, and Bills Buffalo soap has been outclassed by many others.

"Then we came down the hill and up the hill and back to Little Hope and brought some nice striped sticks of candy six inches long. There are none like it, the taste is not there, it is gone with many other things of childhood.

"The other business places were Russell Thompson's wagon shop and James and Harry Guthrie's blacksmith shop. Dunn's tavern, kept by Bob Williams, who kept drink for man and beast, where we stopped to rest a pair of tired little feet, for the trail was long, and as the years go by it grows longer."

CHAPTER XIX.

DENMARK TOWNSHIP.

INDIAN TERRITORY—PETER KNAPP AND SOLOMON GRIGGS—OTHER EARLY SETTLERS—FIRST ELECTION OF OFFICERS—HAIL STORM—DENMARK WOODS—MODEST VILLAGE.

The township of Denmark, bounded on the north by Sheffield, on the east by Pierpont, south by Dorset and west by Jefferson, was once the property of one Caleb Atwater, of Wallingford, Conn., to whose lot it fell in the Connecticut Land Company's drawing that has been mentioned elsewhere. The allotment comprised 15,400 acres, which he soon afterward divided between his children, but none of them ever cared to take up a residence in the wild and almost trackless country it covered. The land eventually changed to other hands and the Atwater interests ceased.

At the time of the drawing, 1798, this particular section was inhabited by Indians, to whom it afforded splendid hunting. They continued to occupy it until the breaking out of the War of 1812, when they suddenly withdrew to other parts and never returned, excepting for brief hunting sojourns after the war was over. In a few years they disappeared entirely.

The earliest settler of whom there is record was Peter Knapp, who chose a spot beside a pretty brook, whereon he built a cabin, and the stream became known in after years as Peter Creek.

On another stream in the northwestern section of the township, Solomon Griggs built himself a home, after the fashion of the cabins of that period, and Griggs Creek became its name.

Peter Creek was later populated by the addition of Ebenezer Williams, a chairmaker by trade, who erected a chair factory on the bank, in 1834.

Before any one settled in the township of Denmark, it was penetrated by a road that was blazed from Jefferson to Sorrel Hill, over the Pennsylvania state line. This thoroughfare was frequently traversed by persons

traveling westward or returning toward the east, but Denmark did not seem to appeal to them as a place to settle in.

It was in 1809 that Peter Knapp and his family came that way and decided to cast their lot in that unbroken (excepting for the blazed road) wilderness. They threw up a temporary abiding place by fashioning a framework over which they drew the canvas cover from their wagon for a roof. They used tree bark for a floor, and, it being in midsummer, sided their domicile with heavily foliated boughs from trees, which afforded them ample shelter until the men of the family had builded a log house.

In 1811 Mrs. Knapp gave birth to a girl baby, the first white child born in the township.

Following the settlement of the first family a few months, Daniel Knapp and John Dibble, Jr., came from the East and settled nearby the home of those who had preceded them. John Dibble, Sr., and John Boomhower, who had first settled in Austinburg, soon joined the Denmark colony, and not long afterward the community was further enlarged by the addition of Philip Goff, Ezra Dibble, Ebenezer Platt, Alanson Williams, William Crooker. The last named seemed to look farther ahead than the others, for not long after he had become a permanent resident, he proceeded to erect the first tavern in Denmark. He also built the first saw and grist mills in the township. These mills were located on Ashtabula Creek, where a bend of that stream just breaks over the line into Denmark Township, in the very southeasterly corner. The mills and the tavern were on the original blazed road mentioned above.

In 1828 Philip Goff built a saw mill on Mills Creek. The bank of Peter Creek boasted the first schoolhouse, in which the first teacher was Obed Dibble. That was in the winter of 1812-13, and there were a score of pupils in attendance that first term. The schoolhouse was on the Dibble property, and Obed lived at home. It is said he received the munificent salary of \$7 per month. Miss Patience Baldwin succeeded young Dibble in the summer, there being more urgent work for him to perform during the months when crops demanded attention.

In 1812, at about the same time, William Morrison and Miss Chloe Goff were married, and Miss Nancy Huntley became the bride of Elihu Knapp. These were the first marriages among the Denmark residents. In after years Mr. and Mrs. Knapp's son, Harvey, became a missionary and was sent by his society to India. There, after a time, his health failed and

he decided to return to the parental roof, but he grew rapidly worse and died on shipboard and was buried at sea.

A Dr. Willis was the first physician to undertake to care for the ailments of the Denmark community and their surrounding neighbors. He settled there in 1830, but remained only a few years. He said the folks thereabouts were too healthy.

On Daniel Knapp's farm the first cemetery was located, and the first body deposited therein was that of the youngest daughter of the Knapp family. Elder Joshua Woodworth, of Jefferson, officiated at the funeral and his sermon on that occasion was the first ever preached in the township.

In 1832 a frame building was put up which served as church, school-house, town hall and general assembling place for all public meetings. The church services were those of the Baptist denomination, which had been organized for 20 years, but had never had a regular pastor, and had been holding its meetings in the homes of the members. After the opening of this public place for worship, itinerant ministers who happened to travel that way, or regularly employed pastors of churches not far removed, were engaged to preach, and the gatherings soon became of a rather denominational nature.

John Dibble held the distinction of being the first United States government employee in Denmark, he having been appointed the first postmaster of the town.

Ezra Dibble was the first justice of the peace appointed for the township, his jurisdiction including also that territory which later became Dorset, Richmond and Pierpont. The formal organization of the township of Denmark, which then included the other towns above named, was effected on Aug. 3, 1813.

The first state and county election was held in Denmark on Oct. 8, 1816, when Levi Gaylord received eight votes, as a candidate for commissioner, and six votes were given Peter Hitchcock for member of Congress.

The first real misfortune that befell the pioneers of this township was due to an unseasonable hail storm in June, 1812. A great amount of cleared acreage had been sown to wheat the previous fall, and the people were secure in the prospect for an abundant harvest for the next winter, in fact were dependent upon it for their breadstuff. The grain was grow-

ing splendidly when the storm came along and riddled every field and laid it low and the crop was a total failure.

The Williams Brothers History credits the following incident of early days to "the oldest inhabitant":

"Late in the fall following their arrival in Denmark, Peter Knapp and his son, Nicholas, were out in the woods prospecting for coon. The elder Knapp carried an ax, while the juvenile was entirely unarmed. They had become somewhat separated, when Nick espied a young bear, and immediately gave chase. Bruin, seeing his chances of escape growing woefully uncertain, attempted to climb a tree, and had succeeded in getting up nearly out of reach, when the boy seized him by the hair on the hips, and that bear came down. Once on terra firma, his desire to turn around and masticate the youthful Nicholas seemed unbounded. At each effort in that direction, however, the boy pulled the other way, at the same time shouting lustily for his father, who, hearing the disturbance, soon appeared and closed the scene by a well directed blow with the ax."

There were many wild animals, including bear, deer and wolves, and as if such beasts were not enough to cope with, the lowlands were infested with rattlesnakes, which were a constant silent menace to pedestrians and horses. The locality afforded splendid hunting, and for many years the "Denmark Woods" were known all through this section.

The hand of progress did not smile on Denmark, as its location was not such, geographically, as to place it in the path of any largely traveled highway or a railroad; being thus deprived, there was never anything to give it commercial interest, and, while it developed a splendid farming section, it has not to this day acquired more than a modest village status.

CHAPTER XX.

DORSET TOWNSHIP.

HISTORICAL SKETCH—MARSH WOODS—FIRST EVENTS—DORSET FORTY-NINERS—
FIRST MURDER TRIAL.

A quite intimate acquaintance with the early day residents of Dorset may be obtained by a perusal of the following historical sketch, written by Mrs. C. P. Norton for the *Cleveland Leader*, and published in that paper on May 17, 1876. The story was written about four years after the opening of the Ashtabula, Jamestown & Franklin Railroad. It is reproduced just as it appeared in the *Cleveland paper*.

“‘Dorset, Dorset’, the brakeman cries, as we pass along the Jamestown & Franklin branch of the Lake Shore & Michigan Southern Railroad, in Ashtabula County, midway between Andover and Jefferson, and the traveler, looking upon the scene for the first time, may well think that we are pioneers yet, for the thick body of primeval forest lying towards Leon is only yielding of late to the fate of timber, and is being placed by the track for shipment.

“Farther north, toward Jefferson, the county seat, we cross a trestle over a stream which elicits praises from the most careless traveler, as he looks along the winding stream known as Mill Creek, and named in honor of Judge Mills, of North Haven, Conn.

“Here, within a few hundred yards, on the right, was the last camping grounds of the Seneca Indians, who made this locality their happy hunting ground until late in the twenties.

“The township was created in 1824 and bore the name of Millsford till 1849, when it was changed to Dorset.

“The first settlers were Joel Thorp and wife, whose name was Sarah, and three little children, who came from North Haven, Conn., in a pioneer wagon drawn by two yoke of oxen. An uncle of Mrs. Thorp, in Pittsburgh,

gave her a horse which she rode the rest of the way, and which the wolves soon destroyed. They located on a beaver dam near the center, and built a log house in May, 1799. Towards the first of June, Mr. Thorp started to the nearest mill, in Pennsylvania, 20 miles away, with only a pocket compass for a guide, and, staying longer than expected, the family were famishing, when the mother's watchful eye saw a wild turkey pass the door. Waiting for it to wallow in the dirt, she shot it with the last charge of gunpowder in the house. Another time she shot a large bear in a huge wild cherry tree near the house, and the 'bear-tree', as it was afterward called, is still kept in memento in the county, in cabinet specimens, furniture and canes. Mrs. Thorp died in Orange, Cuyahoga County, in November, 1846, then Mrs. Gardiner.

"The next family, named Cowles, came in 1812, and built near the Thorp place, and their house afterwards was used for school and church.

"Mrs. Asa Richardson and family came in 1818, and lived here alone three years. Her husband's brothers, Elijah and Cheever Richardson, came from Vermont in 1822.

The first religious meetings were held in Mrs. Richardson's house. The formation of the Methodist Episcopal Church is due to these families.

"Charlotte Cottrell was married to John Smith, in Worthington, Mass., and came to Dorset Feb. 8, 1821, just three days after the first tree was cut down on their farm, and lived three months without seeing a woman. The wolves would chase their dog around the cabins nights and kept a continual howling. In 15 years she moved into their brick house, a few feet from the log one, which was occupied by John C. Smith, when married to Mary Ellen Smith, of Boardman, and Mrs. Alexander H. Smith (Mary A. LaFever) lived near. Here, July 16, 1821, Mary B. Smith, now Mrs. Chester Chapin, was born, and, we think, the first white child born in Dorset. She recalls many scenes; one of picking berries on one side of some blackberry bushes while a big bear was eating from the other side.

"This year brought Abitha Sutliff and family, Jan. 9, 1822. Mr. Sutliff was killed by a tree, and Mrs. Sutliff was left with four sons. She married Mr. Griffin in 1824, and was the first widow and first bride in Dorset.

"In March, 1822, Nathaniel Bassett, from Dalton, Mass., came to Dorset. Mrs. Bassett spun, wove cloth and braided hats. They raised flax and flocks and supplied the family with clothing. She was the first Disciple in town to join the church.

"Elizabeth Cole came at that time and soon married Lyman Larabee, and, like her sister, Mrs. Bassett, toiled in the forest to make a home. She was an accomplished teacher.

"June, 1822, brought the Rev. Joseph Winch and family and two brothers, and they soon organized a Disciple Church.

"Mr. and Mrs. Abijah Winch returned one evening from a meeting to find their house in ashes, and their little son, Philo, two years old, burned with it.

"Mr. and Mrs. Walter Marsh and family settled on the next farm to the Winches.

"In 1823 it was determined to have school, and Miss Sarah Houghton was hired at 75 cents a week, and came on horseback. She liked it so well that she married Austin Burr, Esq., and was afterwards connected with every good work. She rocked eight babies in a log cradle made by her husband and is the only woman who ever killed a deer here.

"The year 1828 brought Erastus Ridgecomb and wife and Nathaniel Hubbard and family. Mrs. Joseph Y. Hadlock, a daughter of this couple, tells of an exciting experience her mother had one day with a bear, which was trying to carry off a pig. Her frantic efforts to frighten Bruin away were unsuccessful and he got away with his prize.

"Mrs. Levi Hubbard and three daughters, Lucy, Sarah and Lorinda; Mrs. Purcell, Mrs. Rowley, Mrs. Jack and two daughters, Mrs. R. Thompson, Mrs. Newcomb and daughter, were all residents here about that time. Mrs. Calvin Steward, who was Delaney Whelpley, lived on the Leon road. Mrs. Samuel Fox and daughter, Lorainey; Mrs. Aaron Wilson and four daughters, Marietta, Betsy, Eunice and Priscilla, took an active part in society when here; also Mrs. Narro, an English lady, and Mrs. Franklin, who went to Kirtland with the Mormons, many of whom lived here for a few years prior to settling in Kirtland.

"John Greenwood came in 1830, with his wife and daughter, Betsy. Betsy taught school and soon married Alonzo Garlick.

"In February, 1831, Lucy C. Edwards (Mrs. Anson K. Garlick) came. Their home here on the Andover road was a 'way station' on the 'Underground Railroad'.

"Mrs. Daniel Garlick soon became famous as a nurse and her son, Thaddeus, was one of the organizers of the Cleveland Medical College.

"Mrs. David Sage was the first woman to keep postoffice here, which

she did in the tavern stand many years later, when her husband started West, money and all, and was never again heard from. He left her with nine children.

"The year 1832 brought the family of James Collins, who lived here about 40 years. Their house was the 'little aristocrat' of the town, for it had a boughten doorlatch and string.

"Mrs. Nathan Phillips lived to be over 90 and saw old log houses give way to modern homes.

"Mrs. Richard S. Davis was a cultured singer. Her rich, sweet voice, with that of Mrs. Thomas Conant, made rich melody, when accompanied by their husbands.

"Mrs. James Loveland, Mrs. James Rathburn and Mrs. Joseph R. Allen were residents."

Marsh Woods.—In the southeastern part of Dorset Township the pioneers found a marsh, through the center of which there was an embankment that divided the water. The marsh was maintained by springs, and from it flowed little streams, those from the south body flowing into Pymatuning Creek, while those from the north side flowed northward, reaching the rivers that flowed into Lake Erie. This township was thickly wooded, and the "Dorset Woods" were famous far around for the good hunting they afforded, even well into the present century. At this writing, however, the woods are about cleared out.

First Events.—The first birth in Dorset brought a daughter to Mr. and Mrs. John Smith, in 1821.

The first death from natural causes was that of Elijah Richardson, in 1830.

The first church organization was formed in 1825, of the Methodist faith. Meetings were held for a long time at the homes of members, until the membership would warrant the construction of a meeting house. John C. Smith established the first store, in 1857. Mr. Smith was first in numerous ways that marked progress for the town. In 1840 he built the first saw mill, which combined also a grist mill; in 1842 he put up a cider mill, and in the meantime he constructed the first "improved" road, by turnpiking the highway from Dorset to Leon. He also built the first brick house, and the first town hall.

The village cemetery property was donated in the early years of the town's existence by Austin Burr.

George Phillips opened the first tavern, in 1838.

The first road opened through Dorset was one running diagonally from Jefferson across the township.

In one of the early years of the previous century, it is related, a Mrs. Thomas Collins, while out riding, stopped her horse to give him a drink at Mills Creek crossing of the highway, and, without intent for the future, she stuck a willow whip that she had been carrying into the ground beside the creek. It took root and from it grew a mammoth willow tree that was a landmark and attracted attention of passers for many years.

Dorset has its share of prosperous farming and dairying business. The big milk depot, of which mention is made in a separate story, said to be the largest in the world, is a possession toward which the residents point with pride.

Dorset "Forty-Niners".—When the California gold excitement, in 1849, reached this section of the country, it found a responsive chord in the minds of numerous Ashtabula County residents, and not a few answered the call by "pulling up stakes" and starting out for that then far-away part of the country during the succeeding few years. The trip that today is made in four or five days by train, in ease and luxury, and that was accomplished this year in the light of one day by airplane, then required months of hard traveling, privations and general discomforts, to say nothing of the occasional trouble with Indians and four-footed enemies. Of those who braved the long journey overland, in hope of being lucky enough to share in the great riches that were coming to a few, was a party made up in Dorset. The varying fortunes of some of that party, which included men, women and children, are told in the following story related by the venerable Joel Peters, 91 years of age, a resident of Dorset today and probably the last survivor of that little company that started out so bravely and hopefully. Mr. Peters dictated the account of the journey especially for this work. It follows:

"The party of 'Forty-Niners' of which I was a member left Dorset on March 4, 1854. The personnel included Solomon Bassett, Calvin Larabee, James Loveland, Joel Loveland and his wife and two or three children, Esther Coon, Joseph Allen, Jack Clark, 'Old Man' VanNetton, Charlie Patchin, Tim Patchin and the writer, Joel Peters. I was then 20 years old and the youngest 'man' of the party. Our means of conveyance for the

entire party, baggage and equipment, consisted of one wagon, hauled by one team of horses. We assembled on what is now the 'McConnell Corners', about one mile south and three-fourths of a mile west of Dorset Center. We went first to Orwell, and from there to Wellsville, on the Ohio River. There we boarded a boat and went down the Ohio River to the Mississippi, up the latter river to the Missouri, and up the Missouri to Fort Independence, which is now Kansas City. We camped in a school-house near this fort for about two weeks, having been advised to wait for the grass to get a little start on the plains before we started across. Then we started straight westward and stopped next at Weston, a small frontier town, which was the end of civilization this side of Salt Lake City. We resumed our journey about May 1, being then out from home two months. As we had only the one wagon and team, the men had to walk all the time. One night when we had pitched our camp 200 or 300 miles beyond Weston, another cross-country outfit came along and halted a short distance from us. They had about 300 head of cattle and plenty of horses and supplies. They hailed us in a sort of joking way, asking if we would not like to have something to ride. That set me thinking, and that night, while the party were completing the arrangements in camp, I suggested to the Patchen boys that the three of us might fare better if we were to tie up to that other outfit, provided we could make such arrangements with the man in charge. The idea seemed to hit them just right, and it was agreed that Charlie Patchin should go over and see if he could get us annexed to the newcomers. He came back with the information that they would take one, but not all of us. I let the matter rest over night and in the morning sent Charlie back again. After some argumentation with Tom McGlennahan, the 'boss', Charlie finally induced him to take all three of us in his party. So we gathered up our blankets and any other personal possessions, which were not at all numerous, and bade good-bye to the Loveland outfit, taking our departure with the larger party. The two Patchin boys and I arrived in the Sacramento Valley about the 20th of September, and we left the McGlennahan outfit and went up the Feather River to look for work. I got a job with a man named Prescott Hobbs, while the Patchen boys went farther up the river before they found employment. I continued working along the Feather River for some time, but the Patchens went over into Shasta County, prospecting, and, from what I heard, they found a rich deposit. I never saw them again.



GRAND RIVER BRIDGE NEAR GENEVA, OHIO



STREET SCENE, GENEVA, OHIO

"Bassett, Larabee, Allen and Miss Coon were the only ones out of the remainder of the original party who had the stamina to stick it out till they at last landed in California. I learned that the day after the Patchin boys and I left the party, the Lovelands, Clark and VanNetton turned back. Bassett died in the Santa Clara Valley, Larabee went north into Oregon, where he died, and Allen returned to the East, landing back in the old home town in 1866, and dying here in 1890. He and I were the only ones of the number who reached the coast who ever again saw Ashtabula County. I have made several trips across the continent. I came back from the first expedition in 1872, much richer in experience, and the quest for gold was not without reasonably good results. I stayed about two years, then went back to California and stayed until 1893, when I returned, for the last time, and have lived here ever since. I am now in my ninety-second year, and have forgotten many of the interesting details of the first trip across, but have given you the main facts. It was the good fortune of our party to escape any unpleasant encounters with the Indians, and in other ways we were quite fortunate. I have never been sorry that I made the first venture into the new far West. I believe I am the last living member of that party who left here in 1854."

First Murder Trial.—In the last week in May, 1854, Lyman Sutliff, an eccentric resident of Dorset, disappeared from his home. Neighbors at first thought he had gone away for a time and would return, but later their suspicions were aroused by actions of Horace Haynes, one of Sutliff's nearest neighbors, so a systematic search of the vicinity was made, with the result that several days after the disappearance the body was found buried in the deep woods, not far from the home of the deceased. Freshly upturned earth, about where the depot building now stands, attracted attention, and evidence was found that the body had been buried there and later disinterred and moved to the more secluded spot where it was discovered. Examination revealed that the man had been shot in the back. Haynes was arrested, and held to the grand jury, but the only convicting evidence that could be placed against him was the possession of a yoke of oxen that Sutliff had owned. Haynes was convicted and sentenced to life imprisonment in the penitentiary. The facts incident to the death of Sutliff never came to light. This trial was the first ever held in the county for a capital crime.

CHAPTER XXI.

GENEVA TOWNSHIP.

ORGANIZED IN 1816—FIRST WHITE MAN—GENÈVA VILLAGE ORGANIZED—FIRST
SCHOOL HOUSE—STREAMS—INDUSTRIES—HISTORIC SPOT—PLATT E. SPEN-
CER—FIRST SHOT OF CIVIL WAR.

In the year 1816, on March 22, the records of the county commissioners bear the following entry: "Resolved, that all that part of Harpersfield Township north of the north line of No. 11, in the fifth range, to the lake, be set off from that township and erected as a separate township, to be known by the name of Geneva, and that the first township election be held at the dwelling house of Loren Cowles, on the first Monday of April next." That was the inception of the town of Geneva, third in size and importance, commercially, in the county of Ashtabula. Prior to this enactment Geneva had, together with Trumbull and Hartsgrrove, been a part of the township of Harpersfield.

Theobalt Bartholomew is believed to have been the first white man who cast his lot as a permanent resident of the territory now constituting Geneva. He came from New York state in 1805 and selected as his future home a location near the bank of Cowles Creek, on the South Ridge road, where he spent the remainder of his days, which amounted to many years, during which he took prominent and influential part in the growth and progress of the new land.

Bartholomew's first neighbor was one Elisha Wiard, who located near the first settler. Following him, within a few years, came James Morrison, Sr., and Levi Gaylord, successively, who also located their homes on the South Ridge road, and it looked, for some years, as if that immediate locality was to become eventually the center of population of that section. Gaylord, who was known by the prefix "Major", early became active in local politics and held some of the desirable county offices and was also representative for this district in the State Legislature for one term.

Among the early settlers were the families of John and Robert Lambert and Benjamin Custin, who located in this vicinity in 1807, but remained only a couple of years and then moved on to Harpersfield. Elezeaz Davis, Dr. Nathan B. Johnson and Noah Cowles were among those who colonized the South Ridge prior to 1808. During the few years subsequent to that date, the settlement was augmented by the addition of the families of Squire B. French, John Ketcham, John, Benjamin and Jacob Bartholomew, Rev. Jonathan Leslie, Samuel Quinton, Abisha Lawton, and Truman Waykins.

By this time the attractions of the North Ridge road had been noted by a few families who had settled thereon. They included those headed by Samuel Thompson, Norman Webster and Harvey S. Spencer.

Still another section, the shore of the lake, was also being colonized by several settlers, including families of Barzillia N. Spencer, John Austin, James M. Morse, Jacob Hall and Strowbridge Morrison.

On June 6, 1866, the county commissioners passed favorably on a petition signed by residents of Geneva Township praying for incorporation proceedings, but it was not until the following spring that organization was effected. On March 2, 1867, an election was held, which resulted in making Dennis Thorp the first mayor of Geneva village. W. E. Proctor was elected "recorder", and Anson Smith, Salmon Seymour, Benoni Webb, Charles Talcott and Nelson Brigham constituted the first council.

Eliphalet Mills was Geneva's first postmaster. The office was in his store.

The first schoolhouse was erected in 1807 or '08. The educational advantages of Geneva were about on a par with those of other villages up to 1868, when the need for more room became pressing and the board of education asked for a special tax levy to raise the necessary money to erect a building suitable to the needs, not only for that time, but for many years to come. This action resulted in the erection of a school building that, in size and appointments, was second to none in the county. The building was of brick, 75 feet long by 40 feet in width, and four stories high.

Two creeks of respectable volume, and Lake Erie, constitute the waterways of Geneva village and township. Cowles Creek, named for Noah Cowles, who was the first white settler that chose a location upon its bank, passes through the village and winds its way to Lake Erie,

emptying its waters into the lake at a point known as Chestnut Grove, once a popular resort in summer time, but which gradually lost its attraction for the public after the establishment of "Geneva-on-the-Lake", a half mile east, where nature's claim for favor was supplanted by modern methods of entertainment. Chestnut Grove, for the past few years, has been popular only as a camping ground, and numerous cottages have been erected for individual families who occupy them in the summer time.

The grove and surroundings are still beautiful. Before running into the lake, the creek spreads itself over several acres, forming a miniature lake, which affords good boating and abounds in fish. It is only occasionally that the water is sufficiently high to cut away a channel through the beach, which is usually quite wide at this point.

Indian Creek courses through the northeastern corner of the township and empties into the lake about two miles east of the mouth of Cowles Creek. The stream is said to have obtained its name through a tragedy of early days. When the early settlers of the white race came, they soon formed the acquaintance of a young Indian whom they knew as "Little John", who was a favorite among his own people and soon gained the esteem and confidence of the strangers. This young buck was killed by a falling tree and his body was buried beside the creek, near its mouth.

At the point where this stream enters the lake, the situation is much the same as that at Cowles Creek. There is a wide valley between eminences on the east and the west, and the flow of water is ordinarily of so little volume that it enters the lake through the sand. In the middle years of the last century this beach was the site of a shipyard of no mean proportions, and several of the vessels of that day were built there and launched direct from the beach. The boats of that period were small, compared with the big fellows of today, but their importance to commercial trade was just as vital, proportionately. They were not of deep draught, because there was not much water in the general run of harbors in their line of trade, and as it was, they frequently grounded at entrance to harbors, where bars almost invariably formed.

Because of this light draught, it was usually a very easy matter to extend the ways from which they were launched far enough into the water from the beach to enable the boat to slide into water deep enough to float her. On one occasion, the result of a launching went far wide of calculations and, had a storm arisen before things were straightened out, the

work of months would have been for naught. The late Capt. Perry White, of Ashtabula, built a number of vessels at this point, among them being the large scow Vampire, which was completed and ready for the water in the summer of 1867. She was the largest boat that had been built at that place, and her launching had been heralded along the shore and over the land, and the result was that a large crowd, including many from Ashtabula, the home port of the new boat, assembled to witness the launching. At the appointed time the blocks were knocked out and the rope cut, and the vessel glided smoothly down the ways, exactly in accordance with calculations, but when she had reached the ends thereof, instead of riding majestically and gracefully on the bosom of the lake, she dropped off onto the bottom, the water being too shallow to float her. It took many hours of shoveling and jacking to put the boat afloat, after which she was towed to Ashtabula Harbor to receive her final fitting-out. That was among the last of the vessels built at the mouth of Indian Creek.

Of late years Indian Creek has come into prominence through agitation for a ship canal connecting Lake Erie with the Ohio River. Several surveys for routes have been made and one of them hits the lake at Indian Creek. This route has been more talked of than any other and it may be that this modest brook is destined to cut a big figure in the future commercial activities of this section. The aim of the promoters is to transport ore, coal and other freight to and from the Pittsburgh district on barges that may navigate all the way from points on the Great Lakes, to any destination on the Ohio and Mississippi Rivers. This Indian Creek route is strongly favored, but a big deterring element is the prospective necessity of constructing a harbor, which would entail an enormous expenditure of money.

Geneva has maintained its place as the third city in size in the county, but it has always been at a disadvantage in its commercial importance, as compared with its two larger neighbors, Ashtabula and Conneaut, because it had no harbor to boost it, and consequently no railroad to the south. In its natural attractiveness it is the equal of any municipality within many miles. The lake front of Geneva Township is wonderfully attractive, with its wide beaches, to which there is easy access, as the elevations adjacent to the lake are not so great, by far, as are found farther east. These natural advantages had much to do with the success of its summer resort, Geneva-on-the-Lake, which was started a few years ago as a very modest

camping ground for local people and gradually became known to city folk, who began coming for week ends, then for weeks, and finally, in gradually increasing numbers, the place assumed the airs and manners of a great summer resort, and now each year sees there a summer colony of several thousands of residents of Cleveland, Youngstown and Pittsburgh, as well as of smaller places.

Ohio Route No. 2, the most popular cross-country highway of the north, is the Main street of Geneva, and tourists are struck with the beautiful trees and homes and general surroundings of the town as they pass through.

For many years a conspicuous figure in the center of the public square was a large monument erected in 1879 to the memory of the soldiers and sailors of the Civil War. It was surrounded by a lawn, which was surrounded by an iron fence, and the demand for more room, following the development of the automobile, made it necessary to remove the monument, and it was set up in the yard of the high school.

What is known as North Geneva, about a mile north of the present center, was at one time the principal four corners of the township, but a new center of activity followed the coming of the railroad in the early fifties.

In 1880 hopes of the townspeople were raised because of a project being set afloat looking to the construction of a railroad from Geneva down the fifth range to the coal fields, with a branch to Austinburg, to connect with the P., Y. & A., but it "died-a-bornin'".

Geneva has always prospered in a manufacturing way and was one of the early towns to get into the automobile manufacturing game, but the "Geneva" never hit the popular fancy, and its make was soon discontinued. Bicycles were successfully manufactured there during the years of popularity of that mode of travel.

J. N. Tarbox almost gave Geneva a sewing machine plant, in 1880. He hit the town from no one knew where and proceeded to organize a stock company to manufacture a new style of machine of his own invention. The company was formed, a building was constructed and the machinery installed. Then, one day, the promoter went to Cleveland to purchase some needed castings and never came back.

One of Geneva's attractive spots in summer is Crowell Park, a 14-acre wooded portion of the late Dwight Crowell's estate, east of town, that he presented to the village in 1901.

Geneva boasts the only "Armory" building in the county. It was built in the days when the town had a crack militia company, for their home, and has since been used for all sorts of public meetings, and the large auditorium serves as a dancing floor and theatre.

The town receives its water from Grand River, three miles south. The system was installed in 1901-2, after the business portion of the village had been nearly wiped out by a fire that called engine companies from Cleveland and Ashtabula. The devastated area was quickly rebuilt.

Geneva's town hall was constructed in 1868, and building of schools and churches have kept pace with the demand.

Historic Spot on Lake Front.—(By Ed E. Large.) The old Fitch and Spencer homesteads, on the bank of the lake, between Geneva-on-the-Lake and Chestnut Grove, are among the historic spots of Geneva. They figured conspicuously on the earliest activities of the township commercially, and, after many years of quietude, there is every indication that these lands will again cut a prominent figure in the active life of the township, as they are most favorably located in the desirable properties scheduled for lake front development in the near future years.

On July 3, 1914, the Ashtabula Chamber of Commerce held a big dinner in the old Fitch home. On that occasion there was an eminent speaker, and a large number of the members were in attendance. The surroundings were so entrancing, however, that it was hard work to sit still and listen to some one talk, when Nature was calling so insistently on her visitors to come out into the open and commune with her.

Thus enticed, the writer slipped out, and finding the owner of the premises sitting on a bench on the bank of the lake, he engaged him in conversation and soon obtained some wonderfully interesting information regarding the early history of that particular property.

The house at which this hundred men partook of the feast was one of the historic buildings of this section. It was erected over a hundred years ago, and at a time when there was great activity just at that point. In front of it there was constructed a pier and dockage, which was known as "Fitch's Landing", and this little mooring place for vessels cut a big figure in the commercial activity and prosperity of Geneva and Ashtabula at that time.

The Connecticut Land Company were back of the work and, after putting in the pier, they proceeded to bring on machinery for use in the

projected work of clearing away the forest of whitewood and white oak that there bordered the lake front and convert it to commercial needs. The whitewood was made into lumber, which was loaded on small craft and transported to Ashtabula, where it was transferred to larger vessels and shipped to eastern markets. Buffalo was the principal receiving port for this product. The white oak became staves and they were reshipped from Ashtabula in like manner, but most of them went to England, to be made into whisky barrels.

Thomas Fitch, for whom the landing was made, was the first individual owner of several hundred acres bordering the lake on the Geneva shore, and at a point 2,000 feet south of where the house now stands he first constructed a cabin, which he occupied for several years.

Adjoining the Fitch property line on the east, Harvey Spencer, a brother of the renowned Platt R. Spencer, the famous penman, purchased land and established his home. These men were associated with the business of the Connecticut Land Company, which at that time was conducting the largest lumber industry on the Great Lakes. Fitch handled the whitewood lumber, and Spencer the white oak staves.

Hubbard & Parsons, of Ashtabula, were interested in the lumber business and the financial end was handled entirely by the Farmers National Bank, of Ashtabula. In this connection, a little anecdote is related which illustrates the crude business methods of that period. Mr. Spencer had immediate need for some money, but not time to go to the city for it. So he wrote on a barrel stave an order to the Farmers Bank to pay to the bearer \$100, and his son, Cullen, then but a lad, started, barefooted, through the forest, and deposited the stave at the bank in Ashtabula, receiving in return the cash. That stave-check was kept in the bank for many years as a curiosity.

Fifty-five years ago Spencer & Pratt opened Sturgeon Point (now Geneva-on-the Lake) as a public picnic ground, the opening day being on July 4, when an immense crowd gathered from miles around. From that day the place grew in popularity as a picnic ground. It was not long until the owners erected a dance hall on the bank. This was followed by other amusement enterprises and people began coming there and camping in tents. The demand for accommodations next brought about the construction of several cottages. The first family to open a home for summer boarders was that of W. E. Spencer, in the place known of late years as



COMMUNITY HOSPITAL, GENEVA, OHIO



GRADE SCHOOL, GENEVA, OHIO

the "Rose Cottage". To L. C. Spencer, who was proprietor of the dancing pavilion, more than to any other man, is due the credit for the increasing popularity which eventually made that resort the largest and most popular summer resort between Cleveland and Buffalo.

His Own Schoolhouse.—Probably the most famous man that ever lived in Geneva was Platt R. Spencer, the originator of the Spencerian system of penmanship, which has always been the acknowledged standard of writing all over the country.

Mr. Spencer was a resident and influential citizen of Geneva for many years prior to his death. He lived in East Ashtabula prior to 1831, when he moved to Geneva. In after years he became affectionately known to all the residents as "Father" Spencer. Although he had no school advantages, when young, he was a natural orator. At the age of 14 years he made the Fourth of July speech at a celebration in Kingsville. He became noted for his oratorical powers and became a lecturer as well as an educator. He also wrote many poems. One of his daughters became known as the best penwoman in the States.

He was revered by all who knew him, and in his memory there was erected, a few years ago, on West Main street, in Geneva, the Spencer Memorial Library. It was erected by popular subscription and stands a splendid monument to the memory of a remarkable personage.

Mr. Spencer had not only his own method of chirography, but he also had his own schoolhouse and steel pens and ink. A communication from Geneva in 1861 says: "Prof. P. R. Spencer, the world's writing master, has returned to his old home in Geneva, and on his farm built a schoolhouse—a log seminary—where he gives daily lessons in his wonderful art to all who desire to become systematic pen men and women, at his customary low price of \$5 a month. Mr. S. is the proprietor of a new steel pen, manufactured according to his directions by Gillot, the great English penmaker. Of course, it is different from any other pen yet made, and with such judgment in his favor, it must be pronounced the best. He is also the inventor of the Spencerian ink—a jet-black, of free flow, and unlike most black ink, will not corrode steel pens. It must become the favorite writing fluid."

First Shot of the Civil War.—Before the days of the Civil War, Capt. D. J. Kenney organized a battery in Geneva, which was attached to the

Ohio Light Artillery Battery. The Geneva detachment was known as Company F. When President Lincoln called for 75,000 troops for three months' service, in April, 1861, Company F received orders to report at Battery headquarters in Cleveland. They joined the balance of the regiment and all went to Marietta, where they went into camp. Three weeks later they crossed over into West Virginia at Parkersburg, where they had to rebuild the B. & O. Railroad bridge, and from thence they proceeded to Webster, and from there they marched a distance of 30 miles, during one night, to Philippi, where they met their first skirmish, in which they routed a rebel camp. It was at Philippi that the Geneva boys gained everlasting fame, as it is a matter of verified history that their gun fired the first shot of the war, after Fort Sumpter. This gun was hauled by three teams. In a subsequent fight at Carrack's Ford, Company F killed and captured the body of General Garnet, which was later turned over to the enemy under a flag of truce. In this engagement a gun was also captured, which was given a place near the Soldier's Monument in the public square in Cleveland.

After four months' service, instead of three, the regiment was ordered back to Columbus to be mustered out, and then it was discovered that it must first go through the formality of being mustered in, as that ceremonial had not been performed before they started out, owing to a lack of time.

Immediately upon the return home of Company F, Captain Kinney reorganized a battery of six guns, for three years' service, known as Battery C, First Ohio Artillery. This battery was made up mostly from Ashtabula and Lake Counties, and reported at Camp Dennison, Cincinnati, and was mustered in on Sept. 9, 1861. One of the notable fights in which the Ashtabula County volunteers participated was at Mills Springs, known also as Logan's Crossroads. Here the Geneva battery played a conspicuous part. They were at Pittsburg Landing in time to help save the remaining forces of General Grant's army, after its defeat at that point. Then came a 30-day siege in the march to Corinth. They participated in the battle of Perrysville, and from there went to Lookout Mountain and Chicamauga, and thence on "to the sea" with Sherman.

CHAPTER XXII.

HARPERSFIELD TOWNSHIP.

FIRST PERMANENT SETTLEMENT IN WESTERN RESERVE—FIRST SETTLERS—
PIONEER SCHOOLS—LOG CHURCH—SAW MILL—SHIPYARD—TOWNSHIP OR-
GANIZED.

There is nothing about the modest little village of Harpersfield today to indicate the important part it played in the early history of Ashtabula County. It is little wonder, however, that the beautiful valley of the Grand River and its entrancing surroundings at this point appealed to a hardy little company of pioneers, as a result of which Harpersfield had the distinction of being the site of the first permanent settlement in the territory embraced by Ashtabula County. That was in the year 1798.

The previous year the Connecticut Land Company sold to certain residents of Harpersfield, N. Y., on their agreement to colonize it, a parcel of land in the Western Reserve, or the "New Connecticut", as it was then commonly called. This company of purchasers included Aaron Wheeler, William McFarland, Rosswell Hotchkiss, and Alexander and Joseph Harper. A delegation was started out at once to inspect the new purchase and select a site for colonizing and make recommendations for future action. This party returned, after several months' absence, with glowing accounts of the new land of promise, and recommended that immediate steps be taken toward colonization and development of the country that they intended to make their future home. Several of the owners at once began preparations to leave for the West, and by the return of spring their plans were completed and they were ready to start. In March, on the 7th day, 1798, Alexander Harper, William McFarland, and Ezra Gregory, accompanied by their families and one Benjamin Hartwell, bade good-bye to their relatives and friends in the East and set out for their new home, their minds and hearts steeled to meet whatever of misfortune or hard-

ship might be encountered in establishing themselves in the wilderness of Ohio.

They soon realized that they had started too early in the season to make traveling comfortable, so, upon arrival at Rome, N. Y., they decided to remain there until weather conditions were more settled. They did not get under way again until May, when they resumed the journey, going by water to Queenstown, then teaming to Fort Erie. At that time there were no roads broken west of the Genesee River. At Fort Erie they arrived in good time to obtain transportation farther upon a small vessel which took them to Presque Isle, and from there they went in smaller boats, so small that it required several to convey their belongings. They skirted the south shore of Lake Erie till they came to Cunningham Creek, which had been designated as the nearest lake point to their destination. There they spent the night and next day wended their way inland, following marks indicated by their emissaries till they came to the designated spot, which was in the northeast corner of the township.

Here Alexander Harper erected the first log cabin ever built in Ashtabula County, and that became the nucleus of a lively little settlement within the next few months. Pending the construction of suitable homes for the various families it was necessary to furnish make-shift accommodations and this emergency was met by construction of a commodious shelter, rudely thrown together, in which the whole party lived as one family for several weeks.

During this period much time was spent in casting about for the most suitable locations, and as sites were chosen here and there, the settlers' several homes became scattered about the neighborhood, none of them, however, being very far removed from the others, because it was realized that while the country was so wild and unbroken it was hardly wise for any of the families to put themselves in jeopardy. The Indians were to be considered, also, as a possible menace, and the white settlers were therefore cautious. They held gatherings at the different homes to talk over their work and progress and advise as to the future.

Mr. McFarland was chosen to teach the children the advantages of the "three R's" and he gradually became one of the most influential of the colonists. The next year brought several additions to the colony. Among them were Joseph Harper, Holly Tanner and Aaron Wheeler and their families, who established themselves in the settlement and proceeded to

take their part in the progress of the community. Following them came Daniel and Abraham Bartholomew and a sister, Miss Betsy, who proceeded, immediately upon their arrival, to put up a log house for their occupancy. When the home was completed, Daniel journeyed back to the east to bring his family to the new town. The Hewins brothers, Ebenezer and William, were the next arrivals. Ebenezer Hewens opened the first public house in the village, which was given the name of "the Bull". Mr. Hewens soon took his place in the activities of county affairs and served for some years as associate judge in the court of common pleas of Ashtabula County. He also served as county commissioner.

By 1802 the youth of the township had become of such number as to warrant immediate steps looking to their education. Accordingly a log schoolhouse was constructed which is said to have been the first schoolhouse erected in the county. Miss Elizabeth Harper was the first teacher. In 1827 a schoolhouse was built south of the river, in the proximity of what was later known as the SeCheverell meeting house. Miss Brakeman was the first teacher and she gave faithful attention to the education of about 20 pupils, for a salary of 75 cents a week.

A log church was built in the township in 1804 and the first frame structure for religious purposes was erected in 1830. This was known as the Baptist meeting house. A Union Church was built at the village four-corners in 1836. The church society of South Harpersfield was organized at the home of G. H. SeCheverell, where the meetings were subsequently conducted, the Rev. John Crawford being the minister in charge. This society constructed a church in 1846.

In 1820 Harpersfield became a regular stop on a post road and a postoffice was located there in the residence of Ezra Gregory, who was appointed postmaster. In 1830 South Harpersfield was given a postoffice, of which G. H. SeCheverell was made postmaster.

In 1803 Ezra Gregory built a sawmill on the river bank, and soon afterward a gristmill was built in close proximity. These were but starters of the industrial life of the town, which became quite a factor in the county within the next few years. Other mills, including a woolen factory, followed the trail of progress and, in its palmyest days, Harpersfield was a very lively mill town.

Alexander Harper, the pioneer settler of the town, who had great hopes and prospects for the future of the new place where he had cast his

lot, did not live to realize any of them, for he sickened and died within the year. William Harper, another of the original settlers, died in 1820 and his was the first Masonic funeral conducted in the county.

Grand River in the early days was a much more pretentious stream in its upper course than it is today. When the first settlers arrived they found a navigable stream for many miles and they lost little time in availing themselves of the opportunities and advantages it offered. Ezra Gregory's farm lay along the river and at a convenient place on its bank in 1799 he constructed a 35-foot vessel, which was the first real "ship" to navigate that arm of Lake Erie. The shipyard was at the site of the mills, where a landing was built and in 1800 the good ship "Gregory" was put into commission as a general transport of merchants' supplies and other commodities. She went as far up river as Windsor and from there to the mouth of the river. Shortly after the "Gregory" was put into service similar boats were built at Austinburg and Windsor and devoted to like business, thus constituting quite an inland merchant marine. All newcomers to that town from the East thereafter landed at Painesville and finished their journey by these vessels.

Harpersfield became officially recognized in 1807, when what subsequently became Hartsgrove, Trumbull, Harpersfield and Geneva were set out from the general township of Richfield as Harpersfield. The name was taken from Harpersfield, N. Y., from whence had come the first few families that settled here. The first township meeting for organization and election of town officers was held on April 1, 1807.

In later years when Ashtabula County was acquiring fame as the greatest dairy county in the state Harpersfield got into the game, with the establishment of a cheese factory that ranked with the best. In course of time the settlement took on further manufacturing importance. Among its products were butter envelopes, scale-boards, shingles.

Grand River Lodge of Masons was organized in Harpersfield in 1857 and Grand River Grange in 1874.

The clearing of the forests gradually decreased the volume of the river flow and the time came when the stream became useless so far as navigation was concerned. Then the prosperity of the village of Harpersfield, which in its best days had been the largest in the county, began to wane and today it is among the smallest four-corner settlements.

CHAPTER XXIII.

HARTSGROVE TOWNSHIP.

TITLE LITIGATION—HALF OF TOWNSHIP WEDDING GIFT—SETTLED IN 1822—
FIRST SCHOOL—HOSKIN'S MILL—MAIL ROUTE—TOWN ORGANIZED IN 1830—
CHURCHES—COMMERCE—TORNADO.

Samuel Mather, Jr., once laid claim to ownership of the land that was destined to bear the name of Hartsgrove. His claim was accepted to the extent that the section was first named Matherstown. In the division of the land by the Connecticut Land Company this portion was drawn by one William Hart, who had to put it through protracted litigation before he was able to establish rightful ownership over the claims of Mr. Mather. This controversy lasted more than 20 years and, as a result, Hartsgrove was the last township in the county to be settled. Thus, while all the surrounding territory was being cleared by the settlers, Hartsgrove retained its virgin condition of forest and stream, and when the settlers of other townships desired to lay dull care aside for a time and indulge their fancy for hunting, they packed their kits and set out for the Hartsgrove woods and valleys, where they always found the best sport in that line. It was also a favorite hunting ground for Indians, who, for some years after the advent of the white man, continued to come there in numbers and remain indefinitely hunting.

When William Hart's daughter married the Rev. William Jarvis of Connecticut and they decided to make their future home in this county the bride's wedding gift from her father was the north half of Hartsgrove Township, a tract comprising about 8,000 acres. Rev. and Mrs. Jarvis at once proceeded to take an active interest in the matters pertaining to the settlement and clearing of the township.

The real settlement of Hartsgrove began in 1822, when George Alderman and family moved over in to that township from Windsor. The next

year Frederick Alderman became his neighbor. They built cabins and were the only families resident there until 1828. Then George moved back to Windsor, but Thomas Burbank and family at once took possession of the house thus vacated, and became permanent residents. In the following year the families of Alford, Shubel Adams, David Griffin and Carmi Hoskins swelled the population, and thereafter the settlement grew rapidly for several years.

In 1829 Miss Parmelia Frazier taught the first school, which was conducted in a room of the residence of Shubel Adams. There were 17 pupils, of whom several were from over the line in Windsor Township. In 1830 the "slab" school house, so named because of it being constructed of split logs, was built, and Miss Clarissa Norris was the first teacher therein. By winter of that year there were forty scholars in attendance in this school, many of whom had reached man's and woman's estate.

In 1829 Carmi Hoskins built a sawmill and in 1841 they put up a gristmill. Meantime the industrial facilities of the town had been added to by the erection of two saw-mills by Orson Grant. John White built the first frame house in Hartsgrove in 1834. The town did not have a resident physician until 1844, when Dr. Hiram Morgan settled there. General Charles Stearns opened the first store in the township in 1837.

In 1800 a road was cut through from Gregory's place on Grand River to the Griswold property in Windsor. This was the first road through Hartsgrove Township. Later a state road was laid out extending from Unionville through the western range of Ashtabula County to a point in Trumbull County where it intersected the Warren-Painesville state road.

From 1804 to 1830 the mail route from Warren to Austinburg and points east and west cut diagonally through Hartsgrove, but not until the last named year did that township boast a post office. Thomas Matteson was appointed postmaster and thereafter, so long as he held that position, residents of that immediate section had mail service through this office in his residence.

The year 1830 was an eventful one in the history of Hartsgrove. That was the year when the town came into its own through organization, which was effected on April 5, when the following original officers were named to preside over the destinies of the infant town till they should be displaced: Township clerk, John Thomas; trustees, J. B. Harper, Caleb Brooks and Thomas Burbank; overseers of the poor, Joseph Brooks and

Calvin Grover; fence viewers, Destine Alford and Warner Munn; constable, Stephen Matteson. In the following month Thomas Matteson was elected justice of the peace.

It was in the year 1830 also that religiously inclined dwellers in Harts-grove decided upon some concerted religious action, and to that end called a meeting that was held in the home of Calvin Grover, with the Elder John Norris, of Windsor, in charge. Subsequently, during the same year, the Methodist Church was organized with 11 members, and meetings were held in the school house in South Hartsgrove. In 1833 a church of like denomination was organized in Hartsgrove Center, with 10 original members, and the Rev. John Ayers as pastor.

From 1837 to about 1850 an Episcopal parish held meetings in the school house.

In 1845 the Rev. E. M. Dodge was instrumental in the organization of a Free Will Baptist Church.

Following a revival series conducted by the Rev. Calvin Smith in 1858 a Disciple Church was organized with a membership of about 15, which grew from year to year till the church boasted the largest congregation of any in the town.

As a lively commercial village Hartsgrove took its place with its neighboring towns and it developed into one of the most thrifty dairy centers in the county. As many as three cheese factories were in operation at one time in the middle years of the last century. The first was put into operation in 1850 by Charles Stearns. The farmers would make the curd at their own homes and take it to the factory to be converted into cheese. In the crest years of the business about \$200,000 worth of cheese was produced in the township annually.

R. D. Norris conducted for several years the largest pearl-ash manufactory in the whole Western Reserve. H. H. Grover established a carriage shop in 1876 which changed hands several times but thrived for some years. In 1866 Alexander Watson built and put in operation a large steam planing and saw-mill, which also turned out cheese boxes and shingles. This was destroyed about a dozen years later by fire, whereupon Mr. Watson built another mill.

A steam shingle mill and spoke and ax-helve factory was run for many years by E. W. Hunt.

The town and townspeople have plodded along in the even tenor of a
(19)

rural community, with but little change in the general aspect of the village. In the present year the town came out of the mud, however, to a considerable degree by the construction of an improved brick highway through the town, thus affording much easier access to neighboring villages.

Tornado.—On July 2, 1859, a storm of cyclonic proportions broke loose over this county and vented its greatest force on Hartsgrove Township. R. D. Norris, Esq., then a prominent resident of the village, sent the following account of the visitation to the Ashtabula Sentinel:

“The storm, which amounted to a tornado, spread ruin and destruction in its course. Houses and barns were unroofed, exposing the contents to the driving rain that followed. Forests and orchards were wholly or partially destroyed, while fences were literally strewn over the fields. **Persons** in the fields or roads were blown off their feet, and so violently and suddenly did the storm approach that few were able to seek shelter. The Rev. W. Wilson, with his horse and carriage, was blown off the highway onto an adjoining field, where he was found after the storm in a very perilous situation, and seriously injured.”

CHAPTER XXIV.

JEFFERSON TOWNSHIP.

INFLUENCE OF GIDEON GRANGER—VILLAGE PLATTED IN 1800—FIRST SETTLER—
NAME—COUNTY SEAT—ORIGINAL COURT HOUSE—ROAD FACILITIES—FIRST
COURT RECORDS—WILD ANIMALS—BANK FAILURE—FAIR GROUNDS—NOT
SO BAD, EITHER.

The early development of Ashtabula County was due very largely to the influence of one man, Gideon Granger, who was postmaster general during the administration of President Thomas Jefferson and a great admirer of that statesman. It happened that Mr. Granger was also a member of the Connecticut Land Company, which owned the territory of which this county is a small part.

In the division of the land of the company among the various owners, which was made by lot in 1798, Mr. Granger and Oliver Phillips drew the parcels of land that afterward furnished the territory for Jefferson, Wayne, Harpersfield and Lenox. Through an exchange Mr. Granger became the sole owner of the Jefferson tract, which at once became his pet hobby and he lost no time in preparing plans for its development. He conceived an idea of improvement on a large scale and with the object of making this particular tract the center of a small universe and, eventually, the seat of a county to be incorporated about it.

Apparently the influential Mr. Granger had laid his plans well, for everything worked out according to his program and his dream of centralization was realized in a very few years. In 1800 he had his little reservation platted into allotments of 320 acres each. He sent a personal representative from the East to work out his plans. This was Eldrad Smith, who arrived in this section in 1804 and proceeded to establish a residence by erection of a cabin, selecting as a site for his home an attractive spot on the bank of Mill Creek. Austinburg was then one of the principal

settlements of the section and Mr. Smith soon laid out and cut a path through to that place. He arrived in the spring of the year and during the summer succeeded in making quite a clearing, so that he was able to sow several acres of wheat in the fall.

During this year several families arrived and settled in the vicinity of Smith's cabin as a result of Mr. Granger's activities in the East, whereby he sold several tracts to prospective settlers on his western possession. Having set things moving according to his program, Mr. Granger decided to make a personal visit to the new West, which he did in 1805. After looking over the territory the owner decided to have a resurvey made and by that he divided the section into 80-acre lots, with the exception of the center portion on which he had decided a city should grow. The town site was sub-divided into two-acre sections, while the territory immediately adjacent on each side was cut into eight-acre blocks.

To honor his prospective municipality Mr. Granger caused it to be named for his beloved President, but when, in later years, the question of location of the seat of Ashtabula County came up for consideration, the promoter of Jefferson town found that he was not going to be able to pull off that plum as easily as he had set the stage for it, for Austinburg came up with a claim for the honor and her plea was very insistent. The latter town residents, feeling that they had a just claim to the county seat, had cleared a tract especially for the location of the courthouse and put in their application for the same. The commissioners viewed the site thus prepared and then went to Jefferson, at request of Mr. Granger, and after he had promised to build a courthouse and jail, and considering the central location, the commissioners were won over and that is how Jefferson became the seat of law for Ashtabula County.

The decision was quite satisfactory to residents of the southern portion of the county, but for those along the lake it was not regarded so favorably, on account of the existence of the big swamp north of Jefferson, through which the highway passed from that village toward Ashtabula. This swamp was at some seasons of the year quite impassible for teams and in order to go to the county seat it was necessary to take the round-about course via Austinburg.

Incidentally it might be mentioned that residents of the northern section of the county never quite reconciled themselves to the location of the county seat and there have been several attempts to induce the "powers

that be" to move the seat of jurisdiction to Ashtabula. These occasional uprisings of sentiment have created a feeling of no slight antipathy against Ashtabula, by some of the Jefferson residents. The agitation reached a stage some years ago that seemed to cause alarm and prompt activity on the part of the Jefferson folk. It was at a time when the county business had reached such proportions that it was necessary to enlarge the accommodations of the county building.

That looked like an opportunity for Ashtabula to put her project across and, viewing the situation with deep apprehension, it was decided by the authorities in Jefferson to immediately "improve" the old building. Before anything decisive could be launched by the Ashtabula element the contract had been awarded for the changes in the court house, which "improvements" constituted a practical reconstruction of the building, nothing being left of the old arrangement excepting the court room. By leaving this in the original state, it was possible to keep the job within the legal interpretation of "improvements", which could be made by the commissioners without submitting the proposition to a vote of the people of the county. The "improvements" cost in the neighborhood of \$20,000, which at that time would defray the expense of putting up a very respectably sized building. That settled the question of moving the court house for a great many years and saved the life of Jefferson, for, without the county seat, there would be little source of sustenance for Jefferson and the removal of the court house to some other locality would spell financial ruin to some whose homes and business were established in the present capital of the county.

The art of promotion, when it comes to land sales, which has been reduced to a science, is nothing new, and the gaudy illustrations and glowing descriptions on paper with which we are so familiar today are but a continuation of methods of a century and more ago. This is shown in the manner in which the postmaster general of the United States, in the year 1800, sold "unsight and unseen" his unbroken forest land in the then far West. The following account of his methods is found in the Williams Brothers History and is interesting, inasmuch as it pertains to local properties:

"Mr. Granger prepared a draft of his town site and designated streets which yet had an existence only on paper. Nine large avenues, running east and west and crossing at right angles seven others running north and

south, with several squares at the crossings of the streets, one of these, in the center of the plat, being 38 rods from east to west by 22 rods from north to south, each street appropriately named, with 'Jefferson' as the central east and west street, and 'Market' as the central north and south street, was a sight (upon paper) very pleasant to behold. It required only a vivid imagination, and lo! here was a magnificent city of palatial residences and churches whose spires pointed heavenward; but the sober fact is that the town plat was recorded when only a solitary cabin occupied the town site. * * * It is a truth that Mr. Granger's beautiful plat, exhibited to the gaze of Washington city residents, inspired them with the belief that there really was a beautiful, rapidly growing city in the center of the Granger tract, destined to be a western emporium of marvelous size and importance. Mr. Granger, ambitious that his lands should be purchased, and his city populated, made but little effort to dispel the illusion.

"In 1805 Jonathan Warner and the Websters, having returned to their purchases and begun their improvements, there came a man from Washington by the name of Samuel Wilson, to take up his residence in the city of Jefferson. Before leaving Washington he had beheld with delight the fair city of the West whose wide streets and ample public squares were to him so pleasing and so admirable that he purchased, with avidity, a portion of the city of the West, and with alacrity removed himself and family hither. His hopes and cherished plans were now transferred to the city of Jefferson, amidst whose busy activities he thought to rapidly amass a fortune and attain a position among its people of prominence and renown. Like the Spaniard, Coronado, bent upon the conquest of the seven cities of Cibola, whose streets he vainly imagined were paved with silver and gold, our hero's expectations were boundless. Unmindful of perils he pressed forward with throbbing pulse and growing confidence. The wilderness overcome, the beautiful city would appear. On a Friday in the cheerless month of November our chivalrous venturer reached his destination. Where is the city? Where are the wide avenues and the renowned public square? This Jefferson! A solid forest, with blazed lines for streets, without inhabitants, the magnificent city of the West! Impossible! Our hero would follow one blazed line and exclaim 'Is it possible that this is Jefferson street?' Then another line and exclaim 'Is it possible! Is it possible that this is Market street?' 'Can it be that this piece of woods is Market

square?" The disappointed man's heart sank within him. He was soon taken ill and died."

Thus came about the first death of a white man in the village of Jefferson. Wilson's was the first house built on the Jefferson town site. It stood on the corner where, for many years, has been the American House.

Edward Friethy was the first postmaster of Jefferson. He came from Washington in 1806 and opened the first store in the community. In this year also the first marriage in the township took place, the contracting parties being Miss Sally Webster of Jefferson and Calvin Stone of Morgan. On July 5, 1806, Mr. and Mrs. Michael Webster, Jr., became parents of the first white child born in Jefferson.

The first marriage in the village proper was that which united the daughter of Edward Friethy, Miss Nancy, to Jonathan Warner. Noah Cowles, of Austinburg, a justice of the peace, performed the ceremony, which was attended by about every resident of the township and others round about. Following the taking of the solemn vows came a feast, the principal feature of which was a roast pig, then the newlyweds both mounted one horse and rode to their future home, just outside the village.

Mr. Granger, in his efforts to build up and populate his property in the Western Reserve, conceived one idea that proved the undoing of quite a number of persons who entered into his scheme in full confidence that he was opening the way for their future prosperity. The Government treaty with the Indians included a specific agreement relative to furnishing tobacco for the consumption of the tribes that had withdrawn to the western part of the Reserve. On account of the meagre transportation facilities, the transporting of the tobacco proved a very costly item. Realizing this, Mr. Granger decided to make Jefferson and surrounding territory a great tobacco growing section, with the idea that with production so near the source of consumption he would have all the Government trade. To this end, in the spring of 1807, he put the wonderful opportunity before some tobacco growers of Maryland in such a manner that they at once had visions of quick and great wealth in the new country, and the result was that eight families disposed of their possessions and prospects along the Chesapeake and set out for Jefferson. Their disappointment, upon arriving at their destination, to find a wilderness but slightly broken and that the soil and climate were not conducive to the successful growing of the nicotine weed, can hardly be imagined. Most of them got out as soon as

they could, and none of them stayed very long, excepting one Lysle Asque, who saw other possibilities in the new land and became a permanent resident of the section south of the village.

Among the early settlers of the village and immediate surroundings were Daniel and Luman Webster, Michael Webster, Sr., Daniel Squires, Wareham Grant, Timothy Caldwell and John Birth. The last two named had been employed and sent here by Mr. Granger, Caldwell, a contractor, to superintend the construction of the court house which Mr. Granger had promised the county officials, and the latter, a brick layer, to help in the work.

If Mr. Granger's methods were questionable, in some respects, there was certainly due him a great amount of credit for the part he played in starting the county of Ashtabula on the road to the prominent place it ultimately took in the affairs of the State and Nation. Mr. Granger's own town could not, of course, be without mail service, and he used his influence toward an early introduction of regular mail transportation through the county, which was a great boon to the early settlers, especially those who had come here at a time when it was necessary to wait for months, often in deep anxiety, for word from the loved relatives back east.

Notwithstanding the activities of Jefferson as the county seat began with the organization of the county in 1811, as explained elsewhere, it was not until 1836 that the town was formally incorporated as a village, by virtue of a special act of the State Legislature passed on Feb. 4. The organization took place on April 5, when the following officers were elected: Mayor, Jonathan Warner; recorder, Harvey R. Gaylord; trustees, Samuel Hendry, Lindsey Jones, Almon Hawley, Benjamin F. Wade and George Brown.

The Original Court House.—It is interesting to note that the bricks for the first court house, built by Gideon Granger, were made on the ground, from clay taken from the ground in the process of excavating for the building. The structure was two stories in height, access to the second story being afforded by an outside stairway. The ground dimensions were 40 x 30 feet. The lower story was one big room, which served as the court of justice. The second story was finished off into four rooms, which were used for the county offices. In lieu of stoves, which had not yet found their way to this wilderness, four large fireplaces furnished heat for the



COURT HOUSE, JEFFERSON, OHIO



GRADED SCHOOL BUILDING, JEFFERSON, OHIO

court room. There being but a very few buildings in the town at the time the building of the court house was commenced, and most of them individual family residences, some with but one room, it was somewhat of a problem for Mr. Caldwell, the man in charge of the work, to find accommodations for the men whom he employed. It finally became necessary for him to build a shelter for them and he put up a sizable two-story frame building in close proximity to the site of the court house. Therein they were furnished rooms and board.

In 1810 Mr. Friethy, who had been postmaster, left Jefferson and went to Warren to reside and the postoffice passed on to Dr. Elijah Coleman, who moved it into roomy quarters which occupied a part of the ground floor of the above described boarding house, or hotel. This building was destroyed by fire in 1811.

After the completion of the court house, which was in 1811, the work of constructing a jail, which had been included in the agreement to build a court house for the county, was commenced. This building was made of blocks, was 20 x 36 feet on the ground, and had two stories. Its appointments included a dungeon and a "debtors' cell", it being the custom in that day to incarcerate the chronic debtor.

As stated elsewhere, the county of Ashtabula was organized in 1811 and the first court was called in that year, on June 20. The names of the judges and other officers will be found in another portion of this work treating on the county organization.

With its "modern" court house and jail, Jefferson stood prominently among the settled sections of the state and the ablest lawyers of the early days came from other sections, from time to time, to participate in the court proceedings.

The original court house did service for about 25 years, when it was displaced by a more modern structure, which was nearly destroyed by fire about the middle of the century. What remained of the building was built upon and then arose the building that still serves as the county seat of government.

Notwithstanding the prominence and central location of Jefferson, it never passed from the "village" stage. This very fact, coupled with the absence of the bustle of city life, gave it a charm to the visitor, and was quite in line with the wishes of most of the residents, who preferred the "quiet life" and were not ambitious that the town should become a large

commercial center. The air of quietude, the contentment of the town's people and the physical beauty of the place distinguished it among its neighbors. The town has been famed throughout the country as the home of statesmen, whose words have been heard all over the civilized world. Benjamin F. Wade and Joshua R. Giddings, law partners in Jefferson and known countrywide as staunch anti-slavery advocates, were, perhaps, the most noted of the many prominent men whose homes were in the unpretentious village of Jefferson.

About the first necessity of a community, after its settlement, was a saw or grist-mill, or both. Jefferson's first grist-mill was built beside Mill Creek, northwest of the village, in 1809, by John Shook. The power was derived from the creek, which was dammed at that point for that purpose. At first it did a thriving business, grinding grain for residents of neighboring towns, but a freshet took out the dam and the mill got out of repair and the owner was unable to put it in working order. So essential was it to the needs of the community, however, that the people who depended on its output clubbed together and rebuilt the dam and repaired the mill and it resumed operations.

In 1810 the first saw-mill was constructed near the grist-mill by Wareham Grant. That also did a thriving business, as people were fast working toward the use of boards, instead of logs, for the construction of their homes.

In 1812 the population of Jefferson Township embraced 16 families, five of whom were Websters and one, a new arrival, that of Durlin Hickok, which particular family alone numbered 16 persons.

As an indication of the conditions prevailing hereabouts, when the sturdy and venturesome emigrants arrived on the Western Reserve, the following is given from a story written for the Ashtabula County Historical Society by E. W. Hickok, one of the above named large family:

"It was exceedingly gloomy when we moved into Jefferson. Not a bushel of grain could be procured in the whole township. A few bushels of potatoes were all there was to be had. In the winter of 1812-13 my father went to Vernon, Hartford and Brookfield to buy provisions for the family. The first inhabitants suffered severely from the lack of food and clothing. Sheep would die, and it seemed useless to try and raise them. Entire flocks would run out in three years. The wolves destroyed many, but the greatest cause of death was supposed to be occasioned by the sheep

drinking muddy water from the deer-licks. The early settlers suffered not a little from apprehensions of another sort. They feared the aggression of the British, and even in 1813 they supposed if Perry should be conquered the frontier would be left to the mercy of the enemy. However, when he proved conqueror, as the Yankees always do, there was a general time of rejoicing among us. Then we could pass the winter quite comfortably in linen pants, which many of us were glad to year, in lieu of something warmer."

Road Facilities.—The path which Eldrad Smith made from Jefferson to Austinburg in 1804 was adopted as a suitable route between the two towns and widened into a roadway the following year. That connected with the "Old Salt Road" which had previously been constructed from Ashtabula Harbor through Austinburg to the south. That was for some time the only broken route that could be traversed between Ashtabula and Jefferson. After the establishment of the county seat Jefferson became an important center for the surrounding country and there very soon developed a demand for a shorter route from the "Hub" to the lake. This was difficult of attainment because of the extensive swampland lying in the direct path, but, in 1810, the need had become so great that the project was undertaken and T. R. Hawley made a survey of the route, following practically the course of the present direct, paved highway. It was necessary to deviate somewhat in and through the marshes, the survey passing between the two "Little Marshes", instead of through one of them, and then on through the "Big Marsh". This road was laid out and partly cleared of obstructing growths, but it was not opened for general travel till 1817. Meantime it was possible to get through to the eastward, but that way was hazardous and at times impossible of travel. That was also the condition through the marshes during a goodly portion of the year, after the road that way had been adopted, and became a state road through to the south. A contract to construct a passable road through the marshes was given in 1817, and a causeway of logs was laid through the boggy section and covered with limbs and dirt, but this was serviceable but a short time. As the road thus made sank, in sections, more logs and other material were piled on top of it, but it took ten years to conquer the sink holes. In 1827-28 a pronounced and united attack was made upon the old causeway by all citizens of the vicinity, who turned out en masse and

conquered the bogland, temporarily, by another layer of timbers, brush and gravel. That lasted through the fall, winter and spring and the following summer the county commissioners appropriated \$400, Ashtabula Township gave \$600 and Matthew Hubbard, on orders from his brother Nehemiah, made a personal donation to the cause and a very durable crossing over the swamp section was constructed. This served very well the needs of the traveling public until 1850, when a plank roadway was built over this section.

Eventually a continuous plank road was laid from Ashtabula Harbor through to Jefferson and on south to Trumbull County. It was built by a stock company, as a commercial enterprise, with consent of state and county authorities. The company constructed toll-gates at intervals along the roadway, at which the travelers over the highway were obliged to stop and pay a toll to entitle them to proceed over to the next tolling point. Heavy gates were constructed that were used to stop the traffic until the pennies were handed over.

It was on Feb. 7, 1843, that the jail was destroyed by fire, which started from a stovepipe in the night. Jailer Nye turned the prisoners out to help save the goods and the family of John Prentice, who occupied the upper story. Mr. Prentice was away from home and his wife and children got out in their night clothes, but lost everything they owned. After the prisoners had aided in the work they were loaded into wagons and taken to Warren and locked up in the Trumbull County jail.

In 1851 J. A. Giddings and Noah Bartholomew were appointed a committee to supervise the erection of a brick meeting house for the Presbyterian-Congregational Society of Jefferson, the building to be used "for church services only".

The town hall was built in 1879 and has since served the village as a place for holding public meetings, and as an opera house, it having an auditorium, and stage accessories.

One of the great days in Jefferson was that on which Horace Greely delivered an oration there, during the campaign of 1852, on Oct. 8.

Another joyful occasion was when an election was held, in 1842, the result of which was the sending of Joshua R. Giddings back to Congress, from which he had resigned because of severe censure for some of his utterances against the evil of slavery.

For several decades the passing years have brought little change in

the size and activity of the village. Its broad streets and mammoth old shade-trees have always been its chief beauty, and this is enhanced by paving and curbing the principal thoroughfares.

First Court Records.—In the probate judge's office may be found a very interesting volume which contains the record of the first session of the Ashtabula County probate court, held in June, 1811. The book covers the court records from that time to 1825. In the years preceding the '50s the work was performed as an annex to the common pleas court. Some extracts are made from the records in which are mentioned names of pioneer families of the county, whose descendants will doubtless read this history.

In the record of the June term, 1811, is found the following: "Be it remembered that on the twentieth day of June, A. D. 1811, the Court of Common Pleas, sitting as a court of probate in the county of Ashtabula, and state of Ohio, met for the first time in Jefferson, in and for said county."

The first entry is an order for the administration of the estate of John Watrous, late of Ashtabula Township. John B. and Rosanna Watrous were appointed to administer the estate with bond of \$4,000. This was signed by Gideon Leet and Manoah Hubbard, after which Nathan Strong, Matthew Hubbard and Samuel Beckwith were appointed appraisers.

The only other business of that term of court was the admission to probate of the will of Joseph Bartholomew, late of Harpersfield. Daniel Bartholomew, a son, and Aaron Wheeler, a neighbor, were appointed executors. The will, after providing for the widow, divided the estate among five sons and five daughters, excepting one of the latter, Mary, who is left only five dollars as her full share of her father's estate. The records of the succeeding terms show inventories of the above two estates, in each of which is found the inevitable rifle. Mr. Bartholomew's stock of books, as recorded, consisted of two bibles valued at 25 and 37½ cents, respectively; The Prodigal, 37½ cents; two testaments, 50 cents; one psalm-book, 50 cents; one hymn-book, 31 cents; American Selection, 31 cents; Confession of Faith, 62½ cents. This list of books was typical of the home reading of that period.

Entries were made referring to the estates of numerous county residents. Peregrine Beckwith, Usebius Dodge and Zopher Gee were appointed

appraisers on the estate of Joseph Peepoon. Other names figuring in appointments as appraiserships were John Norton, of Ashtabula; Stephen Inman, of Wayne; Elisha W. Martin, Ashtabula; Comfort Chapman (presumably of same place as Nathan Strong); Manoah Hubbard, Ashtabula, and William Perrin.

The Hon. Benjamin Ruggles, Esq., is mentioned as "president of the court at Jefferson", in 1813, March term. Other names mentioned in the records of the same session are in connection with the estates of Giles Loomis, of Windsor, and Elisha Wiard and Robert LaMont, of Harpersfield. Robert LaMont was known in the early days far and near as "Uncle Bob Lemon". He gained fame as a great Indian fighter after his son had been butchered by Redskins and he had registered a vow that he would ever wage war upon the aborigines. The inventory of "Uncle Bob's" estate discloses among his possessions "one rifle-gun, \$18; one sword, \$9; one military hat, \$8; one military coat, \$5; one epaulet, \$1; fish spear, 50 cents, and elkskin, 62½ cents".

This old book also contains other interesting statistics. We find that during the fourteen years covering its scope there were 650 marriage ceremonies performed within the county.

Wild Animals.—In the early days in this county the settlers were constantly menaced by wolves, which destroyed their stock. An interesting experience was related by the Hon. Platt R. Spencer, the famous penman, to a writer later in the '50s: On a still, damp morning in October, 1811, a bull of past two years emerged from the north wood in Jefferson and slowly made his way up Market street towards Market square. His progress was slow and painful and he therefore became an object of curiosity. The Spencer brothers investigated and found that the poor animal was denuded of his tail, ears and other most approachable parts, which were eaten and torn off, fairly into his body; and from holes through the skin on each side of the back-bone his entire length frothy blood was oozing down his sides. It was evident that he had been attacked by a pack of wolves. The Spencers turned the poor animal into the Caldwell pasture south of the court house and there he died. Putting the quarters on an ox-sled the Spencer brothers and Phillip Cooper took the meat north to Mill Creek to convert it into wolf-bait. A mile north of the square evidences of the struggle began to be found, which continued for another mile, north, the tall herbage wallowed down, the soft earth torn up

and frequently the entire print of the animal showing where the bull had been thrown broadside by the furious wolves. A strong pen, cone-shaped, of heavy beech logs, was erected and the remains of the animal placed within it. Next morning the heavy logs were found displaced half-way to the ground, and a grisly old bear had made his escape, after making a good meal of the meat. The pen was rebuilt and destroyed again, presumably by the same bear. A strong, heavy bear-trap was then placed in the pen, but Bruin was too smart to be caught. The same could be said of the wolves.

Hunters of today who will plod all day in what woods are left for one or two or mayhap no squirrels, would have been delighted had they lived hereabouts in the middle years of the last century. At that time, when there was still much unbroken forest in this county, squirrels were so numerous as to constitute a nuisance, and it was a common custom to organize hunting parties and scour the woods for the little fellows. A favorite sport was to get up squirrel hunting contests. In perusing the columns of the papers of that day one finds frequent mention of these contests, the award always being a big dinner at some public house, at the expense of the losers. As an illustration of what luck these hunters had, note this match between a team from Ashtabula and one from Jefferson, to decide the hunting capabilities of the nimrods of those towns. On the morning of Aug. 16, 1854, the teams started out from their respective towns at night, besides what of the game they could carry, the tails of the remaining victims. The summing up showed a total of 2,241 squirrels killed by the Jefferson team and 2,016 by Ashtabula. The Ashtabulans served the big feed at Tyler's Hotel, in that place. Another contest was noted between Ashtabula and East Ashtabula, in which each team killed over 2,000 squirrels in a day's roundup. Ye hunters of today, read and reflect.

Bank Failure.—The unheralded closing of the doors of the Second National Bank of Jefferson, in 1882, gave the townspeople a distinct shock from which some never recovered. The Hon. Stephen A. Northway was president, and Sylvester T. Fuller the cashier of the institution. Mr. Northway was indicted on seven different counts for misapplication of the funds of the bank, and his trials dragged through a period of five years. Finally he was acquitted on every charge.

County Fair Grounds.—For more than three-quarters of a century the Ashtabula County Agricultural Society has held annual fairs in Jefferson and the three or four days devoted to the exhibition and attendant entertainment are always like a big family reunion. Many friends of years' standing assemble there to meet each other for an annual visit, then separate to meet again the following year. The "get together" feature is looked forward to as eagerly as is the enjoyment of the good program that the society managers always have arranged.

Not so Bad Either.—The Ashtabula Telegraph of Dec. 26, 1874, contained the following paragraph:

"One of the merchants of Jefferson who was a captain in the Union Army was taken prisoner by the Rebel general Price and brought before him to answer a few little questions. The prisoner being a tall man, with a keen, decisive look, was taken by the general to be a Kansas volunteer. Upon being asked 'Where are you from?' the prisoner replied 'I am from Jefferson, Ashtabula County, Ohio'. 'What', said the general, 'Jefferson? Y—e, that is the home of Joshua R. Giddings and old Ben Wade. Did you know them'? 'Yes', replied the Jeffersonian, 'one of them lived a short distance below me on the same street and the other just around the corner'. 'Well, well', replied the general, 'you were located in a d—d bad neighborhood'."

CHAPTER XXV.

KINGSVILLE TOWNSHIP.

ORGANIZATION—"FOBES DALE"—FIRST OWNERS—EARLY SETTLERS—INDIANS—
REMINISCENSES—EARLY DAY SCHOOLS—ANECDOTES BY MISS HOLDEN—
FIRST CENTRALIZED SCHOOLS—CHURCHES—NORTH KINGSVILLE—WHISKEY
STILLS—NUMEROUS EVENTS—INFIRMARY HOLOCAUST.

The village of Kingsville was organized in the year 1810. It is one of the lake townships, situated east of Ashtabula and Plymouth, north of Sheffield and west of Conneaut and Monroe, being township No. 13, of range 2, in the original map of the county, after it had been divided into townships. Organization followed its detachment from the township of Ashtabula, a part of which it had been in the original assignment of townships.

A log cabin on the bank of the Conneaut River, which stream bends in from the east to almost the center of Kingsville Township, then out to the east again, was the scene of holding the first election of the town. On that occasion William Ferguson, Israel Harrington and Roger Nettleton were named the trustees, Alpha Nettleton, clerk; Silas Tinker, Jr., assessor; Thomas Kezartee, constable.

The first township map made designated this township as "Fobes Dale", that name having been given it by the settlers in honor of the first permanent resident Capt. Walter Fobes, who established his home in the township in the fall of 1805. Some of the later comers scoffed at the name and insisted on calling it "Fobes Tale", which the loyal ones would not stand for, so it became advisable to change the name. This gave rise to many suggestions as to an appropriate title for the town and, by general acquiescence, it was for some time called Norwich. This still indicated the disposition to make it a memorial to Capt. Fobes, who came from Norwich, Conn. This, however, did not hit the fancy of all and, when a

man by the name of King, a transient who had no interest in the place, came along and learned of the controversy he suggested a remedy and said he would give four gallons of whiskey if they would compromise on his name and call the town Kingsville and his proposition was accepted, and that is how it came to be "Kingsville".

In the original assignment of the various portions of the county, by the Connecticut Land Company's lottery scheme, Kingsville territory fell to the ownership of John H. Buell, Timothy Burr, Elijah White, Theodore Ely, Enoch Perkins, Royal Taylor and Ephraim Robbins. The total price of the tract was \$12,903.23. None of the original owners evinced any personal interest in the opening up and development of their land, but they proceeded to sell it off to whomsoever they could induce to invest and cast their lot with the hardy venturers who wanted a hand in the making of the new annex to the eastern populated section.

Capt. Walter Fobes, the first to break into the unopened country at this point, was a man of means and might have continued to live and prosper in the settled states of the East, but he was ambitious to have a hand in the future growth of new country, so he purchased 500 acres in Kingsville, and the same amount in what is now Madison, about 20 miles farther west. This investment was with the idea of locating himself and wife upon the Kingsville tract and his five children on the other, so they might be neighborly, while each worked his own land. Mr. Fobes' purchase included what is now covered by North Kingsville, and also the county infirmary property. He donated an allotment for the village cemetery and, as it happened, his was the first burial therein.

Prior to the arrival of Capt. Fobes, for a couple of years, a white man by name of Eldad Harrington had resided in a cabin that he built on the bottom land at the bend of the river in 1803. He had, however, no rights of possession and was merely a "squatter". When this nomadic roamer, who had come into the wilderness with no particular objective as to where he would settle, came to this spot, he was attracted not only by the beauty of surroundings, which to this day is remarked on by strangers who happen to pass that way, but he found a ready-made opening that had been cleared by Indians and used by them for raising corn. When he realized this advantage, and coupled it with the fact that the surroundings afforded excellent hunting and fishing, he decided to stay right there.

About the time that the Fobes family entered and established them-

selves several other men of the irresponsible class came along and "squatted" along the river front. Among them were Andrew Stull, Leonard and Michael Widener, Daniel Tolbert, Elijah Lewis, Israel Harrington, ——— Blackman, and ——— Blackmore. Most of these men came from over the line in Pennsylvania, and nearly all were without possessions or resources, living happy-go-lucky existence, with no aspirations for the future, but content to take life as they found it day after day. An exception to this rule, however, was Andrew Stull, who was a blacksmith and, as he proved, a genius. He invented a spur for use in climbing trees. These were so fashioned that, when strapped to the knees and wrists, they rendered tree climbing expeditious and quite safe. As the quest of the men for game very often necessitated tree climbing, Mr. Stull's spurs were in demand, not only at home, but in places far removed to which their fame had spread.

It is to the credit of some of these men that Kingsville proved so attractive that it inspired them with a new spirit and a desire to settle down and accomplish something, in pursuance of which they eventually became useful and respected neighbors and took active part in the up-building of the settlement. In later years their descendants were known among the best of Kingsville's people.

In 1806 Capt. Roger Nettleton, who had been among the first settlers of Austinburg, decided to leave that place and cast his lot with the pioneers of Kingsville. He purchased 300 acres of land adjoining that of Mr. Fobes on the west, and established his family home thereon. Mr. Nettleton had come from the East in 1800. Previously he had been a soldier of the territorial government forces and had been commissioned a captain by the governor of the Northwestern Territory. He was very religious and was one of the organizers of the first church in the township.

Thomas Hamilton also came to Kingsville in 1806 and purchased the North Ridge property on the east of the Fobes land. Other comers in the next succeeding years included Clark Webster, B. L. Noyes, M. Whitney, H. L. Dibell, Jeremiah and A. Luce, F. B. Phelps, Amos Barrett, Alvin Fox, H. P. Newton, F. B. Nettleton, Edwin Dibble, Morris Carter, A. Nettleton, S. J. Wright, L. D. Fox, R. L. Grover, E. O'Harra, Charlotte Brown, A. B. Luce, P. H. Dibble, E. M. Webster, E. O. Butler, J. V. Welton, Judson A. Knapp, Daniel C. Phelps, Edward and Nathan Blood, William Woodbury, Reuben Heath, Girard Griswold, Reuben Harmon, William and Stutson

Benson, Charles Brown, Jacob Crater, Exekiel Sheldon, Wheeler Woodbury, Samuel Rugg, Anson Titus, Aaron Lyon, Smith and Elijah Webster, Uriah and Stephen Munger, Libeus Hill, Eden Wilcox, Samuel Rice, Jedediah Hibbard, Samuel Newton, Gideon and Reuben Luce, Zacheus Bugbee, Thomas and Roswell Cook, Daniel Noyes, Nathan Russell, David Wood, Ives Morse, William Corwin, Andrew Stanton, Obediah and Samuel Wood, John and Obed Dibble, Andrew and Silas Harvey, Elijah Hill, a Mr. Beardsley and the Rev. Benjamin Barnes. Descendants of many of the above named old-time residents have their homes in Kingsville today.

Indians.—Notwithstanding that the Indians of this section were generally friendly in their attitude toward the white settlers, there was occasional evidence of a latent feeling of resentment, because of the encroachment of the strangers from the civilized world, which would be displayed in some despicable little act that was calculated to tantalize the whites.

In the treaty which closed the title of the Redmen to the land in this section, there was a stipulation that the Indians might continue to enjoy the privilege of hunting and fishing hereabouts for a stated number of years. The right of some of the friendly ones to continue their sojourn in this vicinity was not questioned by the incoming white men, and there were a few resident Indians living here until as late as 1811. Every winter brought hosts of Indian hunters from their distant wigwam towns. They came in the fall, by land or water, and pitched their camps for the winter, to enjoy the best hunting season.

In evidence of their friendly feeling, it was the custom for the hunters when they arrived to make a circuit of the homes of the white settlers and call on each, and on this visiting tour they would be decked out in their most elaborate regalia, including feathers, beads and silver ornamentations. It was the custom for the whites to welcome their visitors and spread a feast for them before their departure. This was expected by the Indians and it would have been considered an evidence of unfriendliness if any settler family had failed to extend to them this courtesy. The settlers realized this and felt it must be done. At the close of the gaming season, before taking their departure for their homes, the hunters would repeat the performance, making farewell calls and enjoying another big feed.

Notwithstanding this generally friendly attitude of the Indians, the underlying nature would occasionally come to the surface. The late Harvey Nettleton, who spent his earliest years in Kingsville, reminiscing on his boyhood experiences, in an article for one of the papers, gave the following account of incidents that vividly illustrated the "inward cussedness" of the men of the forest:

"When a child, I remember being left with two younger sisters in the cabin, while the remainder of the family were in attendance at religious worship, and of receiving a visit from some eight or ten of the natives, who, on finding us alone, exhibited the genuine malignity of the savage by brandishing their weapons and threatening us with instant death. A young chief of the company, by the name of Po-ca-caw, or John Omick, cocked and pointed his rifle at us, moving the muzzle to correspond with our movements to avoid the shot. He likewise raised the tomahawk above our heads, as if about to strike, and then, feeling of the edge, signified that the weapon needed sharpening, and compelled me to turn the grindstone while he gave to the tool the necessary edge. After thus inflicting us for about two hours with, and compelling us to realize, all the horrors of an Indian massacre, he possessed himself of a set of teaspoons, a quantity of salt, with some other trifling articles from the house, and decamped with his party into the woods.

Another instance is related in which an Indian by the name of Armstrong made his appearance on a certain day at the only cabin in the center of Kingsville and was observed to be in great ill-humor. He entered the cabin with his rifle in his hand, instead of leaving it at a little distance, a courtesy usually observed by the Indians before entering the houses of the whites. Mr. Webster, the owner of the cabin, observing this circumstance, met him on his entrance, took hold of his gun, which he relinquished very unwillingly. Mr. Webster set it aside and invited him to take a seat, but he remained very unsocial and sullen during his stay. The family were all convinced that he was meditating some evil design and were much relieved to see him soon rise from his seat and depart. He then went to one or two more cabins in other parts of the township, repeating his former movements, but did not meet with any favorable opportunity of gratifying his evil intent.

At length, calling at the cabin of one of the settlers who happened to be absent from his family, he made his introduction by seizing one of the

children by the hair, drawing his knife and passing it near the child's throat, then twirling it dextrously above the child's head, representing the manner of cutting and tearing off the scalp. The child uttered violent screams, in which the other children joined. The mother, with great coolness, stood at the window, anxiously looking for the coming of her husband, and exhorting the children not to be alarmed, as their father would soon arrive. Hearing this, the Indian gave a grunt, significant of it being time for him to go, and hastily snatching up his rifle, followed the nearest path into the woods. The father soon arrived. The story made his blood boil. He hurriedly seized his rifle, inquiring which direction the Indian villain took. He was a determined man, fearless of danger, and the outrage to his little ones stirred within him the deepest sense of the wrong of the brutal savage. The flight of the Indian was swift, but that of the outraged father was swifter. The result can be given in a few words. The Indian paid for his brutal folly by the forfeiture of his life.

Another story related by Mr. Nettleton was the experience of one of the settlers along the banks of Conneaut Creek, who owned a valuable drove of hogs, and although he was obliged, in common with his neighbors, to occupy the woods as a place of pasturage, he watched over them with great care, and to prevent the depredations of the bears, built them a bed near his dwelling, to which they were in the habit of returning every night. Notwithstanding his pains he had the mortification frequently on their return of finding one or more of their number missing. His drove was rapidly diminishing. The settler soon perceived that this state of things must not continue, or the dreams of rich supplies of hog and hominy for the winter would soon vanish. Armed with his rifle, he started for the forest, resolved to punish the bears for their depredations. Placing himself at a convenient distance, where he could watch unperceived any disturbance among his swine, he saw an Indian dart suddenly from a thicket upon one of the herd, but missing his hold he again slunk back into the bushes. This maneuver was repeated several times with like result, when the patience of the settler was fully exhausted and a rifle ball was sent through the body of the Indian and the hogs were no more disturbed.

Some of the pioneer settlers valued the life of an Indian very lightly indeed. There was a class who entertained a feeling of deadly hostility toward the savages. They had passed the greatest part of their lives upon the frontiers witnessing their cold-blooded massacres, had seen their near-

est friends fall victim to the deadly tomahawk, and thus had sworn eternal vengeance against the race.

Reminiscences.—In the latter part of the last century William C. Phelps, a brother of F. B. Phelps, wrote a historical sketch of Kingsville which was never published, but is still in possession of his great-niece, Miss Frances Holden, by whose courtesy the writer is given access to the article. It appears that North Kingsville is really the parent town, as the earliest settlers, Capt. Walter Fobes and Roger Nettleton, and numerous families of later comers, purchased land along the North Ridge road and there started the town. Excerpts from Mr. Phelps' writings follow:

"Mr. Fobes built a double log house on the north side of the North Ridge road about 20 rods east of the four corners. This style of house was made by building two log houses about ten feet apart and standing end to end and in line with each other. The roofs of the two houses were extended so as to cover the space between them, making an open hall in which the family could sit on days or evenings. One of the houses was used for cooking, carding, spinning and tailoring and the other for sleeping apartments and the reception of visitors. The sleeping rooms were generally in the chambers, separated or partitioned from each other by blankets hung between one bed and another. The hall, or open space, was a part common to all; and I might say to everything from mop and broom to hoe, ax, cycle, harness, buff caps, hats, shoes and stockings (if they had any). Bare feet and heads were much more common those days than shoes and caps.

"One of the first things to be provided for, after a shelter for families and cattle secured, was the education of their children. The first school-house was built of logs, on the southwest corner of what are now the four-corners in North Kingsville, in almost the exact site of the brick house which was destroyed by fire a few years since. This log school-house stood with its gable to the east and its door in the east end of the building. The west end was occupied by a large fire-place, on each side of which was a closet—one for the girls and the other for the boys—in which to hang their caps, or make-believe shawls. In each side of the house were two windows, one pane of glass high and six panes wide. On each side of the room from the closets to the door, holes were bored in the logs and pins driven in them to support the tables or desk on which the pupils were to

imitate the copies set by teachers in the copybooks, made by the pupils or their parents. In front of each of these writing desks was a continuous bench, or seat, made of slabs, for the larger pupils, and in front of these, a row of lower benches for the little folks. A movable stool or chair for the teacher completed the furniture of the schoolroom. The first frame schoolhouse was built in 1821, nearly opposite the burying ground in North Kingsville.

"A Methodist minister named Johnson, a man over 70 years of age, was the pedagog during the years 1813-14. He was not only old in years, but old-fashioned. He wore an old blue coat 'all buttoned down before' like old Grimes', called in those days a shad-bellied coat, and rounded out from the collar to the waist and from the waist nearly to the ankles; white vest and very long; pants came down to his knees, where they were met by a pair of long stockings, and they were united by tying them together with a ribbon having a tassel at each end so that the tassels were hanging at the outside of each knee. His shoes were low and fastened with silver shoe-buckles. He and his wife lived during the winter in the schoolhouse, sleeping in one of the closets and eating in the other, he managing the school on week days and preaching on Sundays.

"The religious needs of the pioneers were not neglected by them. Before the schoolhouses were built, meetings on the Sabbath were held in private houses and conducted by Deacon Webster or Deacon Corwin.

"From the very early settlement of the town, the daily consumption of whisky in every family was considered necessary to neutralize the bad effects of unwholesome water, or poisonous air, or as an antidote for every disease or prevailing sickness. If the minister called, he must partake of a drink of whisky with you; if a child was born, a drink must be given to every caller; at weddings whisky was furnished to the guests.

"About 1830 the first building was raised in Kingsville at which there was no whisky. It was finished by Nathan Blood for William Fobes. In 1829 the first meeting for the formation of a society on the pledge of abstinence from ardent spirits was held. Many signed the pledge. Jugs and bottles gradually disappeared, and it was not many years before it was considered an insult by many to be offered a drink of whisky."

Early Schools of Kingsville.—It stands to the everlasting credit of the pioneers in all sections of Ashtabula County that they who emigrated here

from the Eastern states were of a class that realized the importance of education, and, like its neighboring towns, Kingsville turned early to that important necessity. Little more than a year after the first settler came, the school was introduced and the first class assembled numbered seven children. As was quite fitting, the first school was conducted in the residence of the first settler, Walter Fobes, and the teacher of the young hopefuls was Miss Rebecca Cowles. This school was instituted in 1806, and, although regular sessions were held, the townsfolk did not put up a schoolhouse until 1812. Meantime, the seat of learning had moved around, from house to house, wherever it could get houseroom. The building was constructed of logs, on the Clark Webster clearing, a short distance east of the village square.

The first frame schoolhouse was put up in what is now North Kingsville, in 1821. That section of the town had become quite numerously populated at that time and this school enrolled nearly 50 scholars during its first term. The word "scholars" is used advisedly, as the pupils who attended and sought to improve their general knowledge by the best means attainable were not all children. It was not at all uncommon to full-grown men, and of mature years, taking their places in the classes beside the urchins and lassies, and it was not thought strange.

One of the children who composed the first class in that school was F. B. Phelps, who died but a few years ago on the old homestead a short distance west of North Kingsville corners, after having spent his whole life, nigh onto a century, on the same farm. Mr. Phelps was much sought after during the sunset years of his life by those who wished to know about early Kingsville. He was the acknowledged historian, as his mind was wonderfully retentive and he took pleasure in relating incidents of the early days. (Of this we shall have more from his memoirs.) Regarding the old school, he said: "If that old schoolhouse could talk, it might tell of the numberless apple cores and paper wads thrown at teachers' heads, and the tunes stepped out at the measure of witch-hazel gads, as the consequence. I stepped many a tune of that character in that old house, in which I thought there were, altogether too many beats to the bar."

In the winter of 1834-5 active measures were taken looking to the introduction of means for acquiring an education advanced beyond the "Three Rs". In those days academic education was becoming quite popu-

lar. Ashtabula and other neighboring towns had establishments of that nature, and some of the progressive citizens thought it was time for Kingsville to get into line and, to that end, they expressed a willingness to risk an investment, for the good of the cause. Accordingly, after much discussion, a stock company was formed, several of the leading men of the town taking the entire 60 shares, at \$10 a share. They organized, electing D. M. Spencer, president; Nathan Wakefield, secretary; B. S. Noyes, treasurer; and Artemus Luce, Johnathan Gillette and J. P. Eastman, trustees. Gilbert Webster donated ground for the proposed building, and little time was lost in preliminaries for its construction. The academy building erected during the following year was 42x28 feet on the ground and two stories high. It was done off into two rooms on each floor. In December, 1847, this building was destroyed by fire, under rather suspicious circumstances. Regarding this misfortune, the Williams history says:

“Suspensions were aroused that this unhappy event was the result of incendiarism and the crime was finally fastened upon two students by the names of Kinner and Moore. It is said that both the boys confessed their guilt to Z. C. Graves, the preceptor at that time. Their parents on their knees implored for the pardon of the young men. They escaped punishment. Six or seven years after this Moore was said to have been hung in California for the crime of murder, and to have confessed upon the scaffold that the burning of the Kingsville Academy was his first criminal act, which was followed by the murder of four of his fellow beings during his career.”

Not discouraged, the company rebuilt, during the next year (1848), and the Kingsville Academy eventually became widely and favorably known, and was a prosperous institution of learning for several years. In the course of time, however, like institutions sprang up more numerous in the vicinity, which had the effect of detracting from the Kingsville school, and the tide of prosperity turned. The owners struggled along a few years longer, then, in 1872, the institution was voluntarily turned over to the township trustees, who turned it into a public school. In 1885 a fine brick structure for a high school was erected, and that eventually became the home of the first centralized school in the state, which is the subject for another story in the Kingsville history.

Anecdotes by Aged Pioneer.—(By Miss Frances E. Holden.) In the yard of my home, a mile west of North Kingsville center, are still living apple trees that were set out over a hundred years ago by Daniel Calvin. These old trees have outlived all residents who were alive when they were set out. One of the best known men of this section, who was born and spent his whole life in this place, was my maternal grandfather, F. B. Phelps. Up to the time of his passing away, he was the recognized historian of the community, and when I was a child, I was kept “fed up” on anecdotes of the early years, which he would delight in relating to me, I presume so he could enjoy my youthful wonderment as the tales unfolded.

He told me that the first schoolhouse was built in “Northtown”, in 1821, and that he attended it, as a child, long enough to learn the alphabet. Among his schoolmates were the Burroughs brothers, who in their manhood years attained much prominence, one as a United States senator and the other as a judge; also the late Judge Woodbury. As I remember, the first teacher’s name was Bowen. Judge Burroughs, it was said, spent his experimental oratory on the “North Woods”, to which secluded place he would repair when he wanted to declaim aloud and have none but God and Nature hear his amateur efforts in that line. One of the teachers in this early school, Daniel Bliss, founded a college, in later years, in Beirut, Syria. Albion W. Tourgee, the once popular novelist, was for many years a resident of Kingsville, before his chosen profession took him to other parts.

The first Fourth of July celebration in Kingsville was held at the old Heath home, where there was a large and noisy assemblage. I recall the story of the first circus that came to town. The menagerie consisted of a small elephant and a ring-tailed monkey. The exhibition was given in the Walter Fobes big barn, with a man seated on a bundle of straw grinding out music from an ancient cymbal. The populace assembled, with their individual shillings, to see this wonderful caravan of animals, and very few of them had ever seen an elephant before.

Grandfather was justice of the peace for the village for 33 years, and he had many amusing cases. He had in his possession a docket covering two years, 1830-32, in which 75 cases were recorded. He explained the numerous cases as not strange, as going to law in those days was cheaper than now, when pettifoggers could be employed for 50 cents a case, and take their pay in labor.

Chandler Welton came here and settled in 1821. He followed farming, shoemaking and vessel building for a living, his son working with him. They devoted their spare time for six years to the construction of a 30-ton vessel, which they built in the yard of their home. When it was finished, they made trucks for transporting it, the wheels of which were made from whitewood trees. All the neighbors turned out and a dozen yoke of oxen were hitched to the trucks and the boat was hauled to Ashtabula Harbor, where it was sold. The boat was named "Allen Trimbel". Later he built a 10-ton vessel, hauled it to Ashtabula and used it on July 4, 1836, in running pleasure excursions out onto the lake.

The Mormons made a visitation on this place in the spring of 1834 and labored with residents persistently, and not without effect. Joseph Smith's brother, Hiram, and Orson Hyde were the evangelists, and they held meetings in the schoolhouse. They were friendly, good talkers, good singers, and very gifted in scriptural doctrine, and many persons were interested. In June, 1838, 20 families of Mormon converts, emigrating from the East to Kirtland, spent three days in camp on the Nettleton place. Five families of this town, well known to my grandfather, accepted the Mormon faith.

Samuel and Burrell Newton came to Kingsville in 1816 and soon made themselves useful and popular. They were assigned as captains, to drill the men, when it was required that, on certain days of the year, every man over 21 and under 45 years must assemble at headquarters for military duty.

The feeder for Eastlake was formerly a pretty brook that was filled with speckled trout, and was a favorite resort for anglers.

One of the most momentous occasions in the history of Kingsville was the observance of its one hundredth anniversary, in the summer of 1905, on which occasion there was a great celebration in the village proper.

First Centralized Schools.—One of the honors to which the township of Kingsville lays claim is that of having been the pioneer in the inauguration of the centralized school system in this country, which has proven such a blessing to children of the rural districts and a great saving to school finances wherever it has been adopted, which is nearly every section of the settled territory of the United States.

In 1890, or about that time, C. A. Corbin, then principal of the Kings-

ville High School, later for many years editor of the Ashtabula Democratic Standard and for two terms postmaster of Ashtabula, laid before the Kingsville Board of Education a plan for elimination of several of the district schools adjacent to Kingsville village, and the bringing of the scholars into town, to attend the village school. The board did not at that time see the advantage of the plan proposed and the suggestion did not meet with favor. However, it was not dead, as was proven by its subsequent revival and fruitful issue.

In 1893, during the incumbency of F. E. Morrison as principal of the Kingsville schools, that gentleman succeeded in inducing the board to try out the plan, and that decision put Kingsville "on the map", for, after the system had been put into operation and proven successful beyond question, in many respects, its fame was broadcasted through the press of the country and representatives of educational boards from all over the State of Ohio and the adjoining states came to Kingsville to witness the operation of the centralization system and study its advantages.

Thenceforth the system spread abroad, and in many states today the district school is but a memory to the older inhabitants, while to the younger generation it is tradition. The result was the consolidation of educational facilities of various districts, the construction of large school-houses, centrally located, the introduction of the school van, or, as it is jocularly termed, "kid-wagon", the saving of much money to the boards affected, thus allowing of the employment of better talent and fewer teachers. Added to these monetary considerations is the advantage the children have of getting into a comfortable rig at their home gate and arriving at the schoolhouse warm and dry, in contrast to the old method of wading through slop or snow, reaching their destination wet and chilled, and having to sit through the study hours with wet feet, perhaps in a poorly heated room, which often resulted in contracting colds that not infrequently proved fatal. The world owes much to the man who conceived the idea of the centralized school, and it is a great honor to the village of Kingsville to have given the plan to the people.

Kingsville Churches.—The first church association in Kingsville Township was that of the Congregational denomination, in 1810, the Rev. Samuel Crocker being its minister. It is to be supposed that the question of salary was not to be seriously considered by the ministers of that day,

since a congregation the size of that over which Rev. Crocker officiated could scarcely afford to pay very much for the services of a special pastor. Walter Fobes and wife, Mr. and Mrs. James Montgomery, John P. Read and Lois Badger, six persons, constituted the membership, and they met pretty regularly, holding meetings alternately at the homes of the members. In 1821 the congregation had outgrown private dwellings, and they built a meeting house in the center of the village. This burned in 1848. For some time previous to this interruption to the services of the Congregationalists, there had been a growing sentiment of Presbyterianism, and after the fire, members and committees from both these denominations met in conference on a proposition to consolidate their forces, which they did, and another and larger house of worship was erected nearby, of which the Rev. Erastus Williams was the first pastor.

In 1813 a congregation of seven persons organized the Baptist Church of Kingsville and held meetings in one of the schoolhouses of the township, Elder Benjamin Barns performing the services of pastor. After the log school-church building was destroyed by fire, in 1825, they hired a hall for four years, at the end of which time they erected their own church building.

The Methodists did not seem to strike Kingsville very numerous in the early years, as it was not until 1831 that they organized a church society in the town. Then they started with 16 names on the roll, they, too, holding their services in the schoolhouse at the center. Their first pastor was the Rev. Samuel Ayers. In 1834 the congregation had assumed such numbers, and consequent resources, that they were able to have their own building, and they erected the first brick meeting house in the town.

In 1877 the spirit of religion moved the people of the north town to build an independent church structure, purely undenominational, of which character the county boasted several houses of worship. The doors were open to any minister of the gospel who cared to conduct services and be satisfied with the voluntary contributions tendered him. The religious interests of the community progressed with the populous growth and the numerous denominations of the present years are respectively housed as becomes the modern village.

North Kingsville.—North Kingsville is that section of Kingsville Township lying north of the Nickel Plate tracks and including also a small

acreage projecting south of said tracks. Kingsville village was never incorporated, and for many years the residents of the section along the North Ridge road, known as "Northtown", felt that they were being discriminated against, in respect to public school advantages, and they resolved to "pull out" and organize a town of their own. From information given by James Callow, who resides on the North Ridge a short distance west of the North village, the writer learns much of interest in connection with the divorcing of the two sections of the town.

It appears that the north section, with its Lake Shore Railroad and its interurban trolley line, was supplying the lion's share of the taxes that supported both villages, and therefore felt that it should have at least an equal share in the public advantages, especially in the educational line. So the leading residents got together and took steps looking to incorporating their section of the township.

This action vitally concerned the people of the village, as it was proposed by the Northtown faction to include the Nickel Plate Railroad within their corporate limits, which would leave the south portion practically "flat". Consequently there was a big fight over the boundary line on the south, and the outcome was that the village proper retained the benefit of the taxes from the Nickel Plate line. The village of North Kingsville was incorporated about 1910, and its citizens are very proud of their little municipality. Within the year they have erected a splendid modern school building, that quite meets their hearts' desire.

The town has the expansive lake frontage, which is a great advantage, and also within its environs there is an artificial lake, with adjoining parkage, which affords good boating and fishing and a pleasant resort on hot summer days.

Soon after the Lake Shore Railroad was put in operation, the company located at North Kingsville a large repair shop, wherein all of the iron and steel repair work for the system was done. Mr. Callow's father was one of the foremen in that shop, and the son worked there for some years before it was shut down, in 1876.

The house where Mr. Callow resides was the old "Nettleton Stage House", an early day tavern and a regular stop for stage coaches. In connection, there was a very commodious barn, which was erected in 1812 and served until the fall of 1924, when it was torn down.

Whisky Stills.—("Pioneer", in Kingsville Tribune, August, 1889.) In the log cabin days of Kingsville there was no market for the little surplus grain that was raised, and, to put it into a more condensed form, that it might be shipped to Detroit or Buffalo, they felt it necessary to distill it into whisky. In 1823 there were three stills running within a radius of six miles of this place. One by a man named Ward, on the place now owned by Squire Ransom, in the east part of town; one by Smith Webster, at the foot of Stephen Sabin's hill; and one by Enoch Stevens, in East Ashtabula, on what is now the Frank Watrous place. Five years later one was started by Walter Atwell, on north side of road, a little east of Nickel Plate gravel pit. About the same time, Jonathan Gillette started one where the late Jacob Fickinger's saw mill now stands, and still later, Luce & Eastman started one at what is known as Kingsbury's Mill.

Not all of these stills were running at the same time, but enough were going to use up the surplus corn and rye, and make good whisky easy to obtain, which at that time was considered legitimate and proper and even necessary. Farmers would get some of their grain worked up on shares and store it away in their cellars for future use, as it was thought to be very useful to protect against cold weather. Ministers of the gospel drank it, church members drank it; all used it more or less as a remedy. The article was pure, easy to be obtained, kept in families as other remedies were kept, and no more of its evil effects were noticed, comparatively, than now. Its use was not opposed nor looked down upon, therefore none were unduly stimulated to obtain it by stealth because of its use being arbitrarily opposed.

Numerous Events.—The Ashtabula County Infirmary was built in Kingsville and was made ready for business in January, 1841. The original directors were Colonel St. John, of Morgan (Rock Creek); Horace Luce, of Kingsville, and a Mr. Grant, of Conneaut. Obed Dibble was first superintendent.

In May, 1853, Abel Brumbley tied a 20-pound stone to one end of a rope and the other end around his neck and jumped into the mill pond. In an account of the suicide, a local paper said: "A long course of whisky has brought poor Abel to this, at the age of 25. We have no tears for his escape from the enemy."

In the summer of 1858 a move was started to make the green in front of the academy into a village park, by having it graded, fenced in and

planted with shrubbery. Public-spirited citizens subscribed over \$500 for the purpose.

Crowther & Sons' woolen factory was destroyed by fire on Oct. 16, 1860, together with contents. The loss was \$7,000.

Prof. M. E. Barrett opened a commercial college in the town in the summer of 1866.

Lulu Falls Cemetery was formally appropriated for burial purposes on Friday, Nov. 15, 1867. A landscape artist was engaged and the lot sale opened.

Kingsville's big fire occurred on Feb. 15, 1867, when the business center of the town was wiped out. It was necessary to tear down two buildings to stay the progress of the flames.

A Y. M. C. A. was organized in Kingsville in 1869.

A crowd of 600 persons from far and near attended the opening of Kelsey's Trotting Park, in Kingsville, in the spring of 1877.

Infirmiry Holocaust.—The most distressing mishap in the annals of Kingsville was the destruction by fire, on Feb. 2, 1858, of the county infirmiry and the cremation of six of the inmates, while the others were turned out into the bitter winter's cold to find temporary shelter wherever it was offered. The fire started just after dark, being discovered at 5 p. m., when it had gained such headway as to be beyond any hope of control, and the management gave their entire attention to the rescue of the inmates. They succeeded in getting them all out excepting Thomas Neno, Joseph Brunson, a Mr. Minor, Eliza Percival, Anna Ellison and a Mrs. Bennett, formerly of Jefferson. Those who escaped, numbering about 60, were taken in by the sympathizing residents of the village, there being scarcely a home that did not take in one or more. Investigation disclosed that the fire was started by one of the inmates, the incendiary being Mrs. Huldah Morrison. A small boy said that she asked him to hand her a lighted stick with which to light her pipe. Upon obtaining possession of the torch, however, instead of touching it to the bowl of her pipe, she thrust the glow end into her straw tick, then threw open the door to insure a draft, and no means available could keep back the flames so nicely started. Mrs. Morrison was sent to jail, the verdict of the jury being that the victims of the fire came to their deaths by the wilful act of the pipe smoker.

CHAPTER XXVI.

LENOX TOWNSHIP.

FIRST OWNERS—FIRST SETTLERS—OTHER PIONEER SETTLERS—ROADS—SCHOOLS
—SAW AND GRIST MILLS—CHURCHES—FIRST POSTMASTER—PROF. KING'S
CORNET BAND—CYCLONE.

The north line of Township No. 10, in the third range of Ashtabula County, is almost exactly in the center of the county. This township was deeded, in September, 1795, to Oliver Phillips, by the Connecticut Land Company, of which concern Mr. Phillips was an agent. In November, 1798, it passed to the hands of Gideon Granger Jr. and Oliver Phelps, who retained ownership until March, 1800, when they sold 12,678 acres to one Ashur Miller, and the town was called, after that owner, Millerstown. The same parcel changed hands several times and, in 1814, passed to the possession of Solomon, Alpha and Martin Rockwell. In 1813 the name of the township was changed to Lenox, presumably from the town of that name in Massachusetts.

Lisle Asque is said to have been the first settler within the township, he having landed there in 1807, in the late spring, with his family. They lived in a rudely constructed shack of barks and boughs until they had built a log house, which was completed and occupied in June of that year. It stood on what is now known as "Jefferson road", on the bank of a stream that was given the name of Asque Creek. In 1806 and 1807 quite a number of families came from Washington, D. C., and vicinity, induced by Gideon Granger to emigrate to the newly opened West, where, he represented, was a great future for the tobacco industry, the men of these families being tobacco growers. How they fare, as a reward for their venture, is related in the story of Jefferson. Nearly all of the first families to arrive made but a comparatively short sojourn, then moved on to other parts, or back whence they came. Among the first to become per-

manent residents, some of whose descendants still reside in the township, were the families of Erastus Oliver, Almon Fowler, Jotham, Cyrus and Isaac Williams, Benejah and Almerin House, E. S. and Sylvester Gleason, James and Johnathan Bailey, Justice Markham, Chauncy French, Asa Hartshorn, Sylvanus Norton, Horace Little, ——— Gun, Elmote, Bacon, Moshier, VanWormer, Holeman, Wolcott, Ball, Halstead, Wheeler, Ray, Dodge, King, Lawson, Hurlburt, Carter, Udell, Church, and others.

One of the important features of settlement of new country is always the laying out of roads which, as a rule, are to serve as public highways for future generations, and, therefore, must be given careful consideration before being established. In the breaking up of the forests of this county, many things had to be considered in connection with the highway proposition, and the location and direction of roadways was given very careful planning. Especially was this the case with Lenox, on account of it being the hub of the county.

When Lisle Asque made a clearing and built himself a house on the bank of the creek, there were no roads in that immediate section, and it was very natural that his location should be chosen as a starting point for the first highway. It was six years after Mr. Asque built his house that work on the first road was begun. It was built from his home to the center of Dorset, or, as it was then called, Millsford. From that time new roads were established from year to year, and the state road north and south through the township was put in in 1827.

There were not enough children of school age in the township to require a public establishment of learning until 1818, when a log school-house was erected and the first term was taught by Asaneth Waters. The scholars graduated from the log to a frame building in 1821, and the new structure also served as a church or meeting house.

The town began to take on commercial airs in 1819, when Ira French erected a saw mill, and N. A. Atkins a grist mill. With these promises of future greatness, the residents concluded that it was time to become en-listed as a village, and, on Jan. 17, 1820, pursuant to an order issued by the county commissioners, an election was held, at which Benjamin Waters, Comfort Gunn and Erastus Fowler were elected trustees, and Levi French clerk. This roster of original officers, it appears from the records, was only for temporary service, for on April 3 of the same year another general election was conducted, and that resulted in the naming of officers as

follows: Ira French, John Lawson and Benjamin Waters, trustees; N. A. Atkins, clerk; Orrin Elmore, treasurer; T. Waters, constable. Levi French was the first justice of the peace of the village.

About the first real industry that Lenox boasted (and it did not boast of that very loudly) was a distillery, which was installed in 1820, by John Udell and Sylvanus Merrill.

In 1826 the hopes of those spiritually inclined began to become a realization, as the Rev. Mr. Carr came and organized a Methodist class. The Free-Will Baptists were next to organize, in a small way. Ten years later a meeting house was erected and was used in a partially completed condition till 1843, when the work of completion was accomplished and it was dedicated, the Rev. Ira Norris officiating. He was a Methodist. The Rev. M. W. Alfred was the first regular minister, and he also served the town as a doctor of medicine. Some years previous, William Beach, organized a Sunday school, which was conducted in the schoolhouse, and the building became familiarly known as the "synagogue".

One of the House brothers, who enjoyed the title "Colonel", was commissioned Lenox's first postmaster, in 1825. In 1837 travel through that immediate section had become so large that there were daily demands for accommodations that could not be supplied, so another advance step was taken through the opening of a tavern, by James Ray.

The first general store in Lenox was opened to the public by Wing & Carpenter, of New York, in 1835. In 1841 Abiather Fowler built a cheese factory, which did a good business for several years. In subsequent years, as the great dairy industry of the county developed and grew, other factories were built.

One of the proudest acquisitions to the town's claims for attention was the King Cornet Band, which was organized in 1861 by Prof. H. M. King. This organization soon became known throughout this and adjoining counties and was in demand on special occasions, but their local glory was short, for the members were men of action and loyalty and the whole aggregation soon enlisted under Capt. W. R. Allen as a brigade band in General Lane's division, and left for service in Kansas. They were doomed to disappointment, however, for upon arrival in Chicago they were intercepted by an order from the secretary of war that they should return home. Not discouraged at this failure, a large number of the members went, soon afterward, to Governors Island, where they went into training

for the regular service. They returned to Lenox in 1863, and a few months later enlisted as privates in the regular army and started for the front, determined to have a hand in the struggle for freedom. Again they were doomed to disappointment, for they had proceeded no farther than Columbus, where they were held in barracks until the war had closed.

The Presbyterian-Congregational Church was dedicated in January, 1852, and King & French added a new saw mill to the industries, in the same year.

Nature took a hand in the clearing of the forest land of Lenox, in June, 1821, when that township was visited by a young cyclone, that leveled the forest trees for about three miles, making a clearing 60 feet wide, in which everything fell before the blast. Great trees were leveled and uprooted, and a scene of devastation resulted.

Lying so far removed from a railroad that no benefit could be derived therefrom, Lenox has maintained a very even balance down the years and today is little changed from the town of our forefathers' days.

CHAPTER XXVII.

MONROE TOWNSHIP.

NAMED FROM PRESIDENT MONROE—FIRST SETTLERS—CALEB BLODGETT—
WATER POWER—WOLVES AND BEARS A MENACE—REV. JOSEPH BADGER—
RELIGIOUS MEETINGS AND CHURCHES—ROADS—FIRST MAIL SERVICE—
FERGUSON'S SETTLEMENT.

At the time of the organization of Ashtabula County, in 1811, the northeastern section of the county, embracing Townships Nos. 12, 13 and 14 of the first range, were set aside and given the name of Salem. The assignment included what are now Conneaut and Monroe Townships. In the first division that made two distinct townships of the one, Monroe was but five miles square, but when the town was organized, in 1818, it was given two miles more in length, the same being taken from Conneaut and added to the northern portion of the new township, thus making it seven by five miles in area and the largest township in the county. The town was said to have been named from President James Monroe. The election of 1818 was held in a log cabin on what was known as the Walker Bennett farm, on the Fourth of July. After the election, David Niles, Harvey Dean and Stephen Webb were township trustees; Martin Kellogg, clerk; Asa Brown and Peter Peck, overseers of the poor; Perry Gardner and Isaac Bennett, fence viewers, and Amos Kellogg, treasurer.

The first settler to locate in the township was Col. Stephen Moulton, who journeyed from Whitestown, N. Y., in 1799. With him was a woman said to have been another man's wife, with whom Moulton had eloped, so it was not strange that they should choose as their place of hiding a location in a dense forest, where few white men had ever penetrated. Probably the only men of the white race that had been over that section were the men of the original Connecticut Land Company's surveying corps. History relates, further, that the woman was no more loyal to Moulton

than she had been to her husband back East, for, not very long after their settlement in Ohio, other men came into the vicinity and she eloped with one of them, thus leaving the Colonel to live alone in his log cabin, the first that had been erected within the township, to ponder over the fickleness of humanity, and wonder what had become of the wife and children he had deserted in the East. Moulton and his borrowed wife had three years of each others' company before another family intruded on their privacy and came to be their neighbors.

The second comer was Johnathan Harrington, and he established a home near the Moulton residence. Then came William Moss, William, James and George Ferguson. In 1802 William Hardy, of Pennsylvania, decided to cast his lot with those who were already established in Ashtabula County, so he loaded such of his household effects as could be conveyed and, taking his wife and three children, he set out for the West. While en route, Mrs. Hardy was taken ill and died. Mr. Hardy arranged for her burial and then resumed his journey into the unbroken wilds of Ohio. When he came to Monroe, he decided to go no farther, so he began looking about for a suitable location and had the good fortune to find a vacant house at his disposal. The family arrived here in April, 1803, after having been on the travel four months. It happened that on the very day of their arrival, George Ferguson and family were taking their departure for Springfield, over the line in Pennsylvania, and, as they were abandoning their log house, the Hardy family moved into it and there established themselves, and for several generations the Hardy family continued to reside in the township of Monroe.

Among the pioneer residents of Monroe, one man stood out conspicuously because of his activities in connection with the commercial interests of the settlement and its environs. That was Caleb Blodgett, who attached himself to the town in 1810 and at once got busy. He purchased 50 acres of land near where is now the village of Kelloggsville, settled thereon and proceeded to clear and cultivate his property. His first venture in the commercial line was to purchase a distillery that had been built a few years previously and was owned by W. B. Frazier. That proved so profitable that he subsequently installed several other distilleries in the near vicinity. He did not confine his activities to his own town, however, for he bought into companies operating stage lines between Buffalo and Cleveland and from Erie to Pittsburgh. The latter route lay through

Monroe Township, and was largely responsible for the upbuilding of the hamlet of Kelloggsville, through which it coursed. Blodgett was progressive in his ideas and, while his chief interest lay in the enriching of himself, his work in some lines meant much to succeeding generations. One of his best accomplishments was the building of a turnpike road from the north line of Monroe Township to the southwest corner of the township of Richmond, a distance of 15 miles. People of that day and many later years knew this particular section of highway as "Blodgett's turnpike". He built a flour mill in Sheffield, and a steam grist mill in Kelloggsville, and for a period of five years he had a contract to supply beef and pork for the U. S. garrison at Green Bay, Wis. Williams Brothers' History relates further: "He was a man who assumed great risks and many times would be unable to meet his obligations. It is said that at one time he bought a boiler in Pittsburgh, and when transporting it home hid himself in it to evade being stopped by men whom he owed at his stage stations along the route. At another time he came very near being kidnapped by a party who were going to take him to Batavia, N. Y., where a bail-bond was lying against him. He was decoyed into their wagon by the parties, on a pretense of their desiring to buy his farm, but when they reached his place they whipped up, at the same time holding him in the wagon so that he could not escape. He called to his men, and they, hearing him, took horses and pursued, overtaking the party in the vicinity of Clark's Corners, where they rescued him."

Monroe Township was particularly favored with water that could be utilized for power, as both the Conneaut and Ashtabula Rivers flow through its boundaries. This advantage was improved by many and water mills of all descriptions used in that period were constructed here and there throughout the portions of the townships where the rivers were. Distilleries were among the most essential requirements of that time, and were as common as grist mills.

Wolves and bears menaced the early comers to this section, where they seemed to be particularly numerous. They preyed on the stock of the settlers and made it a very hazardous and trying experience for the owners at all times. There were also quite a number of Indian families scattered throughout the township, but they were always friendly and the whites got along with them very well. This vicinity was full of elk, and at certain times of the year many Indians would come and spend weeks hunting.

History relates that on one occasion Thomas Hamilton was out hunting and came upon a drove of 13 elk in a bend of the Conneaut River, where they could not get out without passing him, and that he killed every one of them. After he had completed the job of dressing them, he deposited the meat in the water to keep it fresh, and then sent word broadcast for everybody to come and help himself.

The Rev. Joseph Badger was never lacking in performance of what he considered his duty. He was ever watchful of the opportunities presented for extending the work of the gospel, and when it seemed propitious to plant the seed of righteousness, he was always in the right place. Accordingly, the growing settlement of Monroe Township was considered needy of his attention, and, in 1804, he organized a "class meeting" and preached to the dwellers thereabout at stated intervals in his itinerary of the county. These meetings were held for many years at the homes of members, and taken to the schoolhouse, after one was built in 1814. An organization of the Congregational faith was affected in 1829, and the Rev. Ephraim Woodruff was the first minister. This organization erected a church home in 1832, at a cost of \$1,500, which was contributed in fifths by leading members. A branch of the Methodist Episcopal Church was organized in the Kelloggsville section in 1832, one of the same denomination at Monroe Centers in 1835, and another at Clark's Corners in 1860. Church buildings of the early years were put up at Kelloggsville in 1850, Monroe Center in 1852, and Clark's Corners in 1867. A Christian Church was organized in the winter of 1824-25, and in 1848 they erected a church home at Hatch's Corners. In 1853 a society of Universalists organized and proceeded at once to build their church. One of the ministers of this congregation, in later years, was the Rev. Charles L. Shipman, who was known as the "Marrying Parson". When he died, a few years ago, he had performed over 2,000 wedding ceremonies. The editor of this book can vouch for the success of two of those ceremonies, for he married her parents, and, twenty-odd years afterward, performed the same service for their daughter, the writer.

Monroe was one of the fortunate townships as pertains to public roads, lying, as it did, on the course of the initial surveying party, their road had been worked through before anybody had settled there. This party began this portion of their survey at the Pennsylvania line, at the northeast corner of Monroe Township, they worked through in a diagonal

direction, breaking a road as they went, and continued on through the township and others till it ended at Austinburg, from which point it was later extended to Cleveland. This was known as the "Old Girdled Road" for many years. The state road was put through in 1807, and some years later the county road, which traversed from south to north, and hitting the Ridge a short distance east of Amboy. The state road went to Conneaut.

The first mail service given to Monroe was the route installed from Warren to Salem (Conneaut), via Kinsman. The postoffice was named Kelloggsville, in compliment to Amos Kellogg, the first postmaster. The place of distribution and dispatch of the mail was in the Kellogg residence, and that particular section of the township has since been known as Kelloggsville. Subsequently two other postoffices were established in the county, one at Monroe Center, and the other at Clark's Corners.

Prior to the establishment of the postoffice in Kelloggsville, the place now known by that name was called "Ferguson's Settlement", for the Ferguson family, previously mentioned among the first settlers, who made their homes in this immediate vicinity. This was a very lively center in its palmy days, with distilleries, several kinds of mills, stores, churches, schools, and all that goes to make up a thriving little village. At one time this township had more inhabitants than any other in the county, but as years passed, the attractions of the cities drew the boys from the farms, the girls married men who took them from the old home town, the elders gradually joined the "silent majority", and today the town is a very unassuming little hamlet.

CHAPTER XXVIII.

MORGAN TOWNSHIP.

JOHN MORGAN—ORIGINAL OWNER—TIMOTHY P. HAWLEY—FIRST SETTLERS—
GRIST MILL ERECTED IN 1808—PIONEER FARMING—EARLY HOMES—EARLY
SETTLERS—CHURCHES ORGANIZED—TURNPIKE ROAD—INDUSTRIES—ROCK
CREEK—BUSINESS—LODGES—FIRST TEACHERS INSTITUTE.

Morgan, situated between Austinburg and Rome, in Range No. 4, was a part of the original Richfield Township until 1819, when it was detached and given the name of Morgan, after John Morgan, the man who purchased it from the Connecticut Land Company in 1798. He did not retain possession very long before he sold it to another land company of the East, who sent Timothy R. Hawley, of Farmington, Conn., to make a survey of the township and plat it into 100-acre lots, preparatory to the sale of the tract.

The company gave Mr. Hawley three lots, and a mill site on the creek, in consideration of his agreement to erect a saw mill within a year. After he had completed his survey and had broken a north-and-south road through the township from Austinburg to Trumbull County, Mr. Hawley looked with satisfaction upon his accomplishment that constituted the preliminary work of a future thriving section, which he was to father, as the first active settler. He then returned to Connecticut and, in the early summer of the following year, he brought his family and household possessions to their new home in the West.

His activities and interest in the settlement and development of the township of Morgan continued for several years, during which he served as postmaster, justice of the peace and as all-round prominent citizen, until he was elected clerk of courts of Ashtabula County, whereupon he moved to the county seat and there passed the remaining portion of his life.

In the year 1801 Nathan and Asa Gillett, with their families, arrived in Morgan from Connecticut, and proceeded to establish a home. Had all of the incoming families of the good old New England stock been so large in numbers as that of Nathan Gillett, this county would have increased in population much more rapidly. There were ten mouths to feed in this little household circle, and the problem of keeping them all "fed up" was no small one in those days. The man who would venture the taking of such a family into an unbroken wilderness had, as we would say today, "some nerve".

It was, of course, necessary to clear off the timber, before space could be had for raising anything in the ground to supply the family larder, and that usually meant that settlers could not hope for anything in the way of crops from their own land during the first year of their stay.

No grist mill was erected in Morgan until 1808, and residents prior to that year were compelled to take their grain some distance for grinding, the nearest mill being at Austinburg. The distance in miles was not so great, but the trouble was experienced in the conveyance, for the forest roads were very difficult to travel. The earliest comers were able to raise only enough potatoes, wheat and other essentials to supply their own families, so those who followed, and had to wait a year before being able to grow what they needed for their own use, had to travel the bad roads to the nearest market town, which was often many miles and several days' journey, and buy what they needed, then cart it home.

For these purchasing expeditions, several heads of families would club together and assign two or three of their number to make the journey. It was not safe for one man to undertake the trip alone, because of the chance that he might fall prey to some wild beast, or become victim of an accident that would disable him, perhaps miles from any habitation. Owing to the condition of the first made roads, a team of oxen could cover only a few miles in a whole day, and it was often necessary for the men in charge of these expeditions to spend several nights in succession on their wagons, it being usually necessary for one of the party to keep awake to protect the oxen and the men against wild beasts.

The mother of today can not imagine the worry that the good wives at home must have experienced on occasions when their husbands were absent on these trips. It is difficult, in these days of easy communication, to realize the blessing of the telephone, the telegraph and the wireless.

When the head of the house left his family then for an absence of several days, during which he would be in the way of many dangers, he had no way, upon his arrival at his destination, of communicating with those at home; if he were detained at some intermediate point on his route, he could not step into a drug store and tell his wife all about it over the telephone, the same as if he were in his own house. There was nothing for the wife to do but await his return, without knowledge of his way-faring fortunes, until her long-watchful eyes discerned up the road the old ox team plodding laborously toward its home stable, and, as they came nearer, the men of the outfit waving their hats in air in greeting and joy as they beheld the long journey's end.

Nathan Gillett and his family enjoyed the advantages of an unusually cozy home, built for them in the interest of comfort. History describes the house of the Gilletts as a building 18 feet square and built of undressed logs, eight logs high. To keep out the cold winds and rain, the spaces between the logs were filled with split timbers and plastered in with clay, making them perfectly tight. Long strips of elm bark, supported by long and uniform poles, constituted the roof, all openings of which were likewise plastered tight. Three openings, each two feet square, served the purpose of giving light and air, oiled white paper taking the place of glass in the windows. A mud chimney completed the general architecture, and thus fortified against the elements, the Gillett family had a very comfortable existence, during the first few years of their sojourn; then a new and larger home was erected, also of logs, in another nearby locality, and the original home became the first schoolhouse of the township. In this modest and crude place of learning the youth of the vicinity were schooled for their future usefulness in the community and elsewhere. The first teacher of the town was Miss Diantha Wilcox.

From the arrival of the first comers, in 1801, the population increased quite rapidly. The names appearing among the early settlers, who came prior to 1805, as chronicled by history, included the families of J. B. Battell, D. M. Curtis, M. C. Wilcox, Hosea Wilcox, Eli Porter, Edmond Strong, John Wright, Sebe Bronson, Q. F. Atkins, Roswell Stevens, I. H. Phelps, James Stone, Luman Beach, John Wright, Stephen Knowlton, Erastus Flowers, J. D. Hawley, Joseph Bates and others.

Several of these families settled on adjoining properties, thus constituting a little colony that formed the nucleus for the town that grew

in later years. They were all God-fearing people and very early in their stay established Sabbath observation services. The first of these gatherings was held in 1802, at the home of John Wright and family, with the entire community in attendance. These good people held religious meetings regularly, at homes that were always open to them, for a number of years. As the roads became more stable and passable, many journeyed to Austinburg and attended the Congregational Church there, which was the first church erected on the Western Reserve. There was not a regularly organized church in Rock Creek till the year 1819, that being of the Presbyterian faith. This society built a church in 1829 at the township center. Fifteen or sixteen years later the building was moved to property adjacent to the center of population, which was nearer the southern border of the township. The Rev. Ralph Stone was the first regular minister to this congregation.

In 1822 the Methodist Episcopal Church was organized at the home of Alfred Bronson, and in 1844 the organization occupied their new house of worship in the village.

The Disciple Church was organized in 1874 and put up a brick church during the same year.

In the early days of Morgan Township the Torrington Land Company, of Connecticut, who owned such of the property as had not been individually purchased, deeded to the future generations one lot for the establishment of schools, a lot on which should be erected a parsonage for occupancy of a resident minister, together with half of a lot as a present to the first preacher who should establish his home in the village. Then it donated a five-acre plat to be used as a public square, and on which were to be erected future churches. Thus the future religious interests of Morgan were very nicely taken care of for many years.

In the early part of the year 1804, the inhabitants of Morgan began the work of clearing this tract, with the idea of utilizing it for the purposes designed. The minister who was first to avail himself of the advantages embraced in the grant was the Rev. Thomas Robbins, who had come from Connecticut, and on him was conferred the honor of inaugurating the work of clearing, by cutting down the first tree. The first building of this, what would be termed today, group plan, was a log structure, which was used jointly as a schoolhouse during the week days and as a church on Sundays and such evenings as the class meetings were held.

The means of access to Morgan Township by those who emigrated from the East was a turnpike road that was built from Ashtabula Harbor to the south, a part of which thoroughfare was the one formerly mentioned as having been constructed by T. R. Hawley, from Austinburg to Trumbull County. The southern terminus, for some years, was Gustavus. Eventually it was extended through to the southern counties. During the early years following the settlement of Morgan, other roads were constructed, giving access to all neighboring settlements, and connecting with thoroughfares through adjoining townships. The evolution of highways in this county, from the installation of the "Old Salt Road" up to the present day, is made the subject for an interesting article in another part of this work.

Stephen Knowlton erected the first frame house in Morgan Township, in 1811. The first resident physician was Dr. Isaac Weed, who settled there in 1818. The first cheese factory was put up by B. C. Randall, in 1867, and during the year 1870 Harrington & Randall established a factory that had an average annual output of 240,000 pounds of cheese. Next in line came the introduction of a butter factory, erected by a Mr. Dean, and that was later consolidated with the big cheese factory.

The tanning industry was early inducted into the industrial activities of the town, and became the leading industry for many years. The first establishment of this nature was that of Joseph Ferry, in 1821. In 1831 G. W. Quigley erected a like institution. Covell & Son were the next to branch out in that business, installing a plant in 1843, and Baldwin & Sons added another tannery to the list in 1849. All these establishments did a thriving business, and had their source of supply near at hand, so there was no transportation problem to be considered in connection with obtaining the raw material. Ashtabula County was for many years acknowledged as the largest dairy county in the State of Ohio, and its bovine population ran from 35,000 to 50,000 head.

The town had other industrial plants that figured largely in its prosperity and growth. Roger and Lauren Foot built a carding and cloth-dressing factory in 1831, which was purchased in 1850 by the Farmer Company, which added machinery for manufacturing woolen goods. Among further industries of subsequent years were carriage shops, foundries, planing mills, cheese box factories, basket factories, saw mills, grist mills and other concerns.

Morgan was organized as a township in 1819, and in 1849 the village

of Rock Creek was regularly incorporated by an act of the State Legislature, through the efforts of Representative N. L. Chaffee. The name was taken from the river running through the township from northeast to southwest, which had been named Rock Creek. The Grand River cuts into the northwestern corner of the township.

Roger Foot's first venture in business, after coming to Rock Creek, was the purchase from Ambrose Humphrey of the latter's saw mill and grist mill, to which he made improvements and additions, enlarging the last named department. In the course of time so much of the county was cleared and devoted to raising of wheat, that it became a drug on the local market, and this situation decided Mr. Foot to branch out, by introducing flour-making machinery in his establishment. This necessitated the purchase of new buhr-stones and new bolting-cloth, to purchase which he sent his son, who had entered the business with him, to the East. The junior member was unable to find suitable stones in Buffalo, so journeyed on to Rochester, where the result was the same. He returned and the necessary equipment was made and installed right at home, and the quality of flour turned out at this plant was such as to create a wide demand, as it became known. They supplied not only the immediate surrounding territory, but for years sent their product to the New York market, where it ranked with the best.

Rock Creek had its quota of lodges, several nearby towns contributing to the membership of the different orders. The Masonic Lodge was chartered in 1856, and in 1864 built its own home rooms, occupying the third story of one of the Main street business blocks. This building was destroyed two years later by fire, and when it was rebuilt the following year, the Masons occupied their original position in the new block. Soon after occupying their new quarters, a Royal Arch chapter was instituted, in 1867. Rock Creek Lodge No. 254, Independent Order of Odd Fellows, was instituted June 12, 1854; Morgan Grange No. 1301, P. of H., in February, 1877.

The "Temperance League" was organized in 1874, which was later merged into the Woman's Christian Temperance Union.

In 1877 a branch of the Young Men's Christian Association was added to the town societies.

The Disciple Church was organized in the town in 1874.

When Spencer Harvey found an abundance of flint arrowheads and other implements on his farm, in 1852, it gave rise to the idea that at some remote time that had been the scene of a battle between Indian tribes.

The construction of a plank road from Rock Creek to Painesville gave the town a big impetus, as it brought much additional trade to the merchants and made it much easier for them to obtain their merchandise stock.

In the summer of 1924 Rock Creek received its first modern fire-fighting apparatus, a chemical auto truck, together with hose and ladders. It was delivered a few days too late to be of service at a fire which burned the principal business block of the village, and other buildings, causing a loss of \$100,000.

At a "Home-Coming" held in Rock Creek on Labor Day, 1924, the big feature of the program of entertainment was the formal dedication of a new \$160,000 school building.

Teachers' Institute.—The first Teachers' Institute held in Ashtabula County was convened at Rock Creek from Nov. 1 to 6, 1852. Besides the faculty, there were in attendance over 80 teachers of the county schools.

CHAPTER XXIX.

NEW LYME TOWNSHIP.

PURCHASED BY ELISHA TRACY—FIRST SETTLERS—ORGANIZED IN 1813—FIRST OFFICERS—ROAD BUILDING—FIRST RELIGIOUS MEETING—CHEESE FACTORY—OTHER INDUSTRIES—LODGES—EARLY CUSTOMS—FIRST WEDDING—NEW LYME INSTITUTE.

Township No. 9, in the third range of Ashtabula County, was originally Lebanon, now it is New Lyme, and its confines also include South New Lyme, Dodgeville and Brownsville, all distinct settlements. The land covered by this township was purchased in 1799 by Elisha Tracy, from the Connecticut Land Company, and later Josiah Barber became owner. During 1801 to 1803 he disposed of it to S. Gilbert, E. Tracy, J. Pepoon and Joel Owen. The latter's ownership included 1,000 acres, and Mr. Owen set out from his home in the far East, with his family, to take possession, but owing to the inclemency of the late fall weather, he left his wife and children at Amsterdam, N. Y., and finished the journey alone. After he had reached his destination and chosen a site for his future homestead, he proceeded to erect a house, which was the first residence put up in the township. In the spring, his home all completed, he returned to Amsterdam, rejoined his family and with them came back to the new home. Notwithstanding the cozy cabin that awaited them, it was a lonely place for them all to settle down in, surrounded by forest and seven miles removed from the nearest neighbor.

In this solitude the family passed the succeeding years until 1811, in which year Samuel G. and Daniel Peck, Joshua Strickland, Vinton B. Way and John and Salmon Gee arrived from Connecticut and settled in the vicinity of the Owen home. Later in the same year Dan Huntley, Joseph Miller, Peter Chapman and Perry Beckwith came on from the East with their families and chose future residence spots in the township. In the

fall the Pecks and Mr. Hay went back to Connecticut after their waiting families, and on their return were accompanied by Eusebius Dodge, Zopher Gee, Charles Knowles and Sanford Miller, the entire party making the journey with ox teams in just six weeks. The above named individuals and families constituted the real pioneer settlers of New Lyme Township, wherein many of their descendants still reside.

The influx of 1811 gave the population of New Lyme Township a big impetus. The experiences of many of the emigrants en route to the new home section were not all pleasant. For much of the way there were no broken roads and most of them followed the lake shore from Buffalo. It took several weeks to make the journey and the travelers encountered varied weather, in addition to other unpleasant features. The beach of the lake, generally, afforded a good road for the heavy wagons, but the outfits were often soaked by the waves in their passage around headlands that came near to the water, and in many instances it was necessary to push their teams and wagons through the surf for some distance. One company came very near to losing their teams, while thus making one of the difficult passages, and even their lives were endangered. Eusebius Dodge on this occasion was carrying in his pocket his title to the 1,280 acres that he had purchased in New Lyme, together with \$1,000 in currency. When he had once again reached sound footing, he found the papers and money completely soaked and had considerable difficulty in restoring them to a condition of usefulness. Arrived at Ashtabula, they found much hard going still ahead of them before they could reach their goal in the interior of the county.

When the township was organized, in 1813, it was given the name of Lebanon, which was changed, by act of the State Legislature, in 1825, to New Lyme. The original town officers were Daniel Huntley, Samuel Peck and Perry Beckwith, trustees; Joseph Miller, clerk; Joel Owens, treasurer, and Edward Peck, constable. Eusebius Dodge was the first justice of the peace. Lemuel Lee was the first postmaster in the township, the mail for that village, from a route established in 1826 between Warren and Painesville, via Jefferson and Austinburg, being "worked" at his home. The first tavern to meet the needs of the traveling public was established by Elijah Brown, in 1876. The first regular mercantile establishment in the township was a general store opened in 1830 by Hayes & Carpenter. The needs of the community for store goods had been supplied prior to that time by

members of the community who would make occasional trips to the nearest metropolis, purchase all sorts of merchandise for which they had advance orders from the people of the township generally, and, returning, fill the orders from house to house, exacting a small commission for their work. Jeremiah Dodge was for years the leading "commission merchant" of the vicinity.

The first comers to New Lyme found only blazed trails, making difficult traveling for many miles before reaching their destination, and there was little else in the way of roadways until about the time of the township organization, immediately after which attention was given to means of travel, and by 1820 fairly good roads had been built in all directions.

The first religious meeting was held at the home of Zopher Gee, in 1812, and conducted by the Rev. Giles H. Cowles, of Austinburg, who made frequent pilgrimages to neighboring settlements for the purpose of planting the seed of Christianity. In 1826 Elder Samuel Wires was instrumental in the organization of a church of the Free-Will Baptist faith. The original membership numbered less than a dozen, but the society prospered and grew in numbers, and in 1836 was regularly incorporated. Ten years later they built their own house of worship at Dodgeville settlement. In the meantime the Close-Communion Baptists had organized a society and built a church in 1832. The South New Lyme Presbyterian Church was built in 1890.

Albert Latimer and Johnathan Bishop built a cheese factory in 1865, and Dodge & Brown installed a like institution a few years later. New Lyme very soon took a place as a leader in the cheese making industry, for which Ashtabula County became famous the country over. The output of cheese in that township has been known to reach nearly to the half-million-pound mark in a year.

Dodgeville lodge of Masons was organized in the middle years of the century, and a lodge of the Order of Good Templars was instituted in Brownsville.

Aside from the cheese factories, a carriage manufactory, owned by Richmond, Dodge & Company, was the leading industry of the township. A water-power saw mill on Whetstone Creek, built in 1814, and another located on Lebanon Creek, in 1820, were other sources of industrial output.

In the early fifties water-cure institutions were introduced and sprang up here and there over the Western Reserve. The Ashtabula Western

Reserve Water-Cure Institute was added to the attractions of New Lyme Township in 1852, the proprietors being Doctors Kee and Ely. A sanitarium 36x40 feet on the ground and two stories high, with a wing on one side 28x40 and two stories high, and another wing 16x24 and one story, the building presented a quite formidable appearance. This institution enjoyed a more or less profitable business for a number of years, but the "water-cure" eventually had its run and went the way of all fads.

From a history of New Lyme compiled by B. F. Phillips, the following is taken:

"In 1807 and for many succeeding years, girls' wages ranged from 50 cents to 75 cents a week. One lady tells us that when she was a small girl she carded and spun tow for Captain Flint, of this town, for 6 cents a run, until she earned enough to buy her a calico dress; it then required seven yards to make a grown person a dress; the price of prints was 75 cents a yard.

"Mrs. Jeremiah Dodge, in her early days, went out spinning for 62½ cents a week, that being the usual price. The ladies, both young and old, wore plain yet neat and tidy dresses of their own manufacture. They braided their own hats from straw or bullrushes. You would see them walking for miles to meeting, barefooted, carrying their shoes (if they were so lucky as to have any) in their hands, to put on when near the church. But the young, as well as the aged, often appeared at church in their bare feet, as it was no easy task to get shoes at any price. The wife of Joseph Miller, who was well off for those times, was in the habit of wearing a pair of old shoes, and carrying a pair of better ones in her hand, until one Sunday, upon returning to the place where she had left the old ones, she found a porcupine just using up the last of them. This so provoked her that she walked home in her bare feet.

"The first wedding in this town took place in the spring of 1812, in the log cabin of Samuel Peck. The groom was Calvin Knowlton, of Morgan; the bride, Miss Susan Peck, daughter of Samuel Peck. Courting was not done in those early days, as at present, for it was then expected that every young couple should pass through a series of Sunday night courtships extending from 12 to 18 months, and often still longer. It was plain to be seen that it wore hard on Calvin, for the lovers were separated by almost trackless wilderness, full of all manner of wild beast, with only blazed trees to guide the lover. Yet, by an edict of those old Connecticut

Puritans, this must all be done after sundown, and that, too, on Sunday night. Now Calvin had eight long miles to walk, through mud and snow. One night he slipped out at the back door while a faint glimpse of the sun was yet to be seen above the horizon, and was soon under fair headway for his Susan. The next day poor Calvin was brought before his betters and fined \$1 and costs for thus profaning the Lord's Day. Thus say the records of our county at Jefferson."

New Lyme Institute.—(By Floss Forman Barker.) In the year 1876 the pioneer residents of New Lyme were aroused with a keen desire for an institution of learning, for the benefit of their young people and those of future generations. The following year the agitation began to bear fruit, and when the co-operation of Judge William S. Deming was solicited, the success of the project became practically assured. The Judge showed his interest by volunteering to give \$3,000 toward the proposed school whenever the citizens would raise an equivalent amount, and, in addition, he agreed to donate the campus, and make other generous gifts. He suggested that subscriptions be solicited to be paid on an installment basis, as called for by the building committee. With a vast amount of fortitude, and splendid harmony on the part of the citizens, they were able to overcome many hardships, due to lack of finances, and, through noble sacrifices on the part of many, finally succeeded in supplementing the generous gifts of Judge Deming.

The institution was founded in 1878 under the name of the Northern Collegiate Business Institute, but was not incorporated until 1883.

The original building was finished and furnished, and dedicated on Aug. 21, 1879, an elaborate program attending the ceremonies.

A recitation hall, a boys' dormitory and a ladies' hall were first erected. The last named was consumed by fire a few years later, whereupon the alumni of the institute erected Tuckerman Memorial Hall, a modern and well equipped building, affording comfort and pleasure to young ladies attending the school.

When James Christy died and left his small fortune to be devoted to educational uses in the county, there immediately arose petitions from both New Lyme and Grand River institutes for the dowry to be turned over to them to be dispensed. In this contest, N. L. I. had the better of the argument, for Judge Deming said he would give as much more as there was in the fund if it were turned over to the New Lyme school.

Calvin Dodge was the executor of the Christy estate, and when he filed his final report, in August, 1888, it showed the total value of the estate to be about \$27,000. The manner of disposal was put up to the County Teachers' Institute, convened in Geneva, on Aug. 9, 1888, and that body voted to create the Christy Summer School of Pedagogy, which has proven a great advantage to teachers and prospective teachers in the past years.

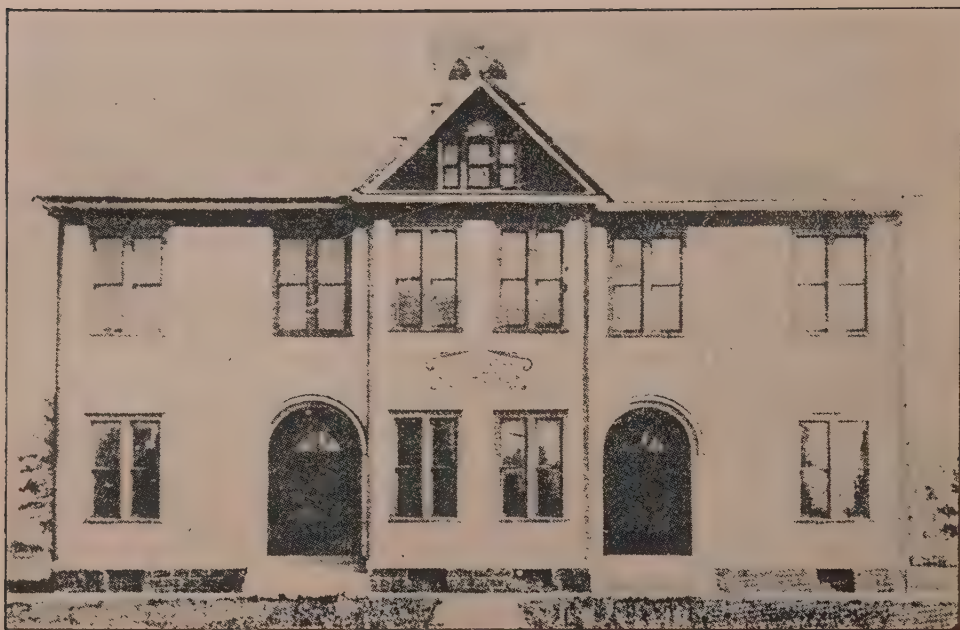
The buildings of New Lyme Institute were located in a picturesque and highly elevated spot, facing Lebanon Creek, and a semi-circle of stately maples, and the campus is one of rare beauty. When the first commencement exercises were held, the hearts of New Lyme citizens glowed with triumph and pride over the completion of what eventually proved to be a famous school.

In the fall of 1882 Prof. Jacob E. Tuckerman, A. M., Ph. D., became president of the institution, and remained at its head for 15 years. Closely associated with Dr. Tuckerman, during these years, was the late M. L. Hubbard, principal of the commercial department and teacher of expression. These, combined with an excellent faculty, were responsible for the ultimate success of the school, and during their administration the attendance reached over 300 students yearly, many of whom are persons of renown today, of whom might be mentioned: The late Benjamin E. Chapin, who was a noted Lincoln impersonator and author of "The Son of Democracy", which has been presented in all of the large cities of the United States; Judge Florence E. Allen, of Cleveland, granddaughter of Prof. Tuckerman, who has served as prosecuting attorney for Cuyahoga County, judge of the Common Pleas Court and judge of the Supreme Court of Ohio. During a recent visit abroad she was received by the English court, and when welcoming her they announced: "If the women of England had displayed the keen mental ability Judge Allen had shown, they would be very welcome to a seat in the English Court."

Some years ago a strong endeavor was made by the trustees of New Lyme Institute to procure the State Normal, but politics and greater inducements prevailed in favor of Kent. Then an attempt was made to secure a state school of agriculture, but by a veto of the Governor, a similar disappointment resulted. An endowment campaign was next started in hope of establishing the Benjamin Chapin School of Expression, with the late Rev. C. L. Parker, of Cleveland, as financial agent.

By the will of Judge W. S. Deming, the trustees of New Lyme Institute came into possession of the land and six dwelling houses in "Newtown," and also a \$25,000 endowment fund, which promised perpetuity to the institution, and it was hoped it could be maintained and continue to rank as one of the best preparatory schools of the county. The endowment was not sufficient, however, to warrant a continuance.

When the bill passed the Legislature making it compulsory for each township to maintain a centralized school, or pay the expense of sending their students elsewhere, the trustees turned over the institute buildings and campus to the township for centralization purposes. Thus the famous old New Lyme Institute, the memory of which is dear to the hearts of many, passed out of existence.



CENTRAL SCHOOL, WAYNE, OHIO



ORWELL CONSOLIDATED SCHOOL, ORWELL, OHIO

CHAPTER XXX.

ORWELL TOWNSHIP.

FIRST OFFICERS—MOSES CLEAVELAND ONE OF ORIGINAL OWNERS—LAND VALUE
—PAINE FAMILY—FIRST SERMON—CHURCHES—FIRST SCHOOL—ROADS—
EARLY INDUSTRIES—STAGE LINE TO CLEVELAND—BUILDINGS—AGRICUL-
TURAL SOCIETY—INDIANS.

Township No. 8, in the most southerly tier of the county, was organized under the name of Orwell in 1826, and the original officers were Joseph and Solomon Chandler and Alanson Spaulding, trustees, and Lyman Richards, clerk. This organization was effected nine years after the first white settler, A. R. Paine, had emigrated from Stillwater, N. Y., and established his future home in the southwestern part of the township.

By the terms of division of the county when the Connecticut Land Company apportioned it among the stockholders, each township was to bring \$12,903.23. In the drawing that determined the ownership of the respective township sites, in 1798, the following members came into ownership of Orwell: Moses Cleaveland, William and Joseph Williams, Jabes and Ashael Adams and Joseph Howland. This township was the first one drawn. The ownership soon passed to the hands of Daniel L. Coit and Christopher Leffingwell. The valuation of the land was placed at \$5 an acre, which was considered a high price, as other adjoining townships offered just as good land at a lower price. That had the effect of holding back the settlement of that tract for several years. Mr. Leffingwell was the active owner in the platting of the property, which was apportioned into one-mile-square lots, and the name originally given to the township was Leffingwell, which maintained up to the time of the regular organization as Orwell.

Whether it was the price of the land, the topographical status of the section, the nature of the soil, or some other particular objection, the fact stood that, though a road was early broken through Orwell from north to

south, and hundreds of emigrants seeking home sites plodded their laborious way through the township for years before any one decided to settle there. At the time of the organization of the township of Orwell, history relates that there were but eight actual voters residing within its confines. The law stipulated that no township organization could be legally effected wherein there were less than 10 votes. The parties at interest would not let a little technicality like that prevent them from pursuing their purpose, so they are said to have "stuffed the ballot box" by running in two votes of men who were temporarily domiciled in the township while constructing a bridge over Grand River.

The Paine family constituted a conspicuous figure in the original foundation of the township's population. They were not only the first comers, but Mrs. Paine gave birth to the first white child born in the township. Mr. Paine constructed the first house and the first barn within the boundaries of Orwell.

Solomon Chandler was the second man to cast his lot in the township, and following him came William Watrous, Eli Andrews, John Babcock, Alonzo Spaulding, who built the first frame house; Ezra Pratt, George A. Howard, Henry L. Rice, Christopher Loveland, John Weed, Solomon Hunter, Thomas Stone, John Bronson and others who figured more or less in the early activities toward the settlement of Orwell, and in its later growth and progress.

In 1820 the Rev. Giles H. Cowles preached the first regular sermon to an Orwell congregation, the meeting being held at the home of Alanson Spaulding. Two years later an organization of the Methodist Episcopal Church was effected, but it was not until 1845 that the church had sufficient funds to undertake the erection of a building of its own, and it took five years to complete it.

In 1831 residents of Orwell and Colebrook combined in the formation of a church society, from which the Orwell contingent withdrew in 1837, forming a church of the Congregational denomination of their own. They built a church in 1841.

The Baptist Church was organized in 1837, after having held regular denominational meetings for five years.

With a class of a dozen pupils, Miss Lydia C. Walcott taught the first school in Orwell, in 1822. In 1851 Orwell Academy erected a large building, and became a very popular educational establishment. The first board

of officers consisted of Jason Waters, A. Bingham and C. A. Pratt, with Jacob Tuckerman as secretary, and Rufus Barnard treasurer. Prof. Tuckerman was also the principal and for many years was one of the leading educational men of this section of the state. His work in other leading schools of the county is mentioned elsewhere. As many as 150 students were included in the attendance on some years, and they came from far reaches.

The road laid out from Austinburg straight southward, through to Trumbull County, intersected Orwell Township through the center, and was its first regular road. This was an authorized state road and was turnpiked through Orwell in 1819, giving residents a splendid outlet to the north or south, but it was hard traveling in any other direction, until the putting through of a road from the Pennsylvania state line to Cleveland, called the Cleveland and Pennsylvania state road. The Williams Brothers' History said, in describing the Orwell roads: "Previous to the opening of the Cleveland and Pennsylvania state road, there was no point at which Grand River could be crossed, except on the line of the devious old pioneer route leading from Judge Griswold's dwelling, in Windsor, to that of Judge Hayes, in Wayne. When it became known to the settlers of Windsor and Orwell that the state would establish a road leading through the centers of the southern tiers of townships, they resolved to put the road through the Grand River bottoms on each side of the stream in a passable condition. They agreed to celebrate the 4th day of July, 1830, by assembling in force on that day and beginning the proposed work. On the morning of that day, therefore, over 300 men, residents of Orwell and Windsor and some from neighboring townships, were on the ground with carts, ox-sleds, mud-boats, with all the teams that could be mustered, the men equipped with axes, hoes, shovels, handspikes and mattocks. The men were divided into companies, placed under the command of a captain, and the work began. The ladies had come also, and while the men pushed forward the work they spread a table and prepared a bountiful repast. All worked like the heroes they were, and when night came the embankment that stood before them as a result of their toils was a thing of keen delight to every heart."

A stock company installed a cheese factory in Orwell in 1874 and in the town's progress it became an important point for travelers, for whose accommodation there were two hotels and numerous stores.

In 1850 Phillips & Bigelow established a stage line between Cleveland and Orwell, leaving the former place on Wednesday and the latter on Thursday morning of each week. The fare each way was \$1.50. The run was called the Cleveland and Orwell Express, and the route took in several towns between the terminal points.

A new town hall and Odd Fellows' Hall graced the village in the year 1880. Orwell was noted in '70s and '80s as a circus town, and many of its residents had the circus fever badly.

The Orwell Agricultural Society was organized on May 31, 1856, with Col. George A. Howard president; Dr. William M. Eames, secretary; C. A. B. Pratt, treasurer, and the following vice-presidents: Lewis Waters, Rufus Barnard, Amander Bingham, L. A. Pratt, Anson Russell, N. A. Barnes and C. A. B. Pratt. In the following August the society leased property for fair-grounds, and for many years thereafter the Orwell Fair was an annual attraction to many hundreds of people.

In the spring of 1870 a stock company built a cheese factory in Orwell which was a prosperous institution so long as there was material for its output. It, like many other like establishments in the county, eventually succumbed to the shortage of milk after the city buyers began invading the county.

Orwell has always been one of the prosperous communities of the county, the milling industry being one of its chief establishments, commercially. The center of the village is about a mile from the station of the Pennsylvania Railroad, the settlement about which is known as East Orwell.

The population of Orwell in the 1920 census was given as 800.

Writing home to his own paper, the Jefferson Gazette, a few years ago, the Hon. E. L. Lampson, then reader in the House of Representatives, recited a little history that he had heard from Mrs. G. E. Hurlbert. They were strolling through the Zoo, in Washington, and came across a herd of deer. That reminded her of stories of early days in Orwell, and she remarked that her father's old powder-horn showed marks representing the death of 499 of those pretty creatures, by his gun, along the winding banks of Grand River. Her mother rode on horseback from Orwell to Warren, and carried a baby in her arms. Behind her was a bag filled with deer-skin mittens that she had made and was taking to the city to trade for household necessities.

Orwell is given the distinction of having been the first township that was drawn in the big Connecticut Land Company's lottery.

It is related that at the time when A. R. Paine, the first settler, came to Orwell, in April, 1817, his nearest neighbor was three miles away, in Bloomfield, and the first one north was six miles away. His stock of provisions for the first winter of his sojourn was purchased in Painesville. He paid \$15 a barrel for potatoes, 25 cents a pound for pork, \$1 a bushel for potatoes and \$1 a pound for tobacco.

Good and Bad Indians.—Because of the exceptional good hunting that the forest in and about Orwell Township afforded, a few of the Indians remained in that vicinity for some time after the white man began his invasion of what they had always considered their exclusive territory. In hunting season many of those who had moved on would return and pitch their tepees for periods of weeks at a time. Eventually, however, the last of the Redmen took their departure, and their going was not mourned by their successors. The Williams History is credited with the following incident of the last days of the Indians in this vicinity:

"There were but two families of Indians in Orwell at the time the white settlers arrived. One of these consisted of old Captain Phillips, his squaw and two sons, called Captain Henry and John. Capt. Phillips was inoffensive and very industrious. Of a far different character was the other Indian 'family', for, although he was the only member of his household, he insisted that he should be considered a 'whole family', and thus called himself. He was a ferocious, blood-thirsty fellow and led a vagabond life, fond of nothing else save to hunt and to imbibe freely of 'fire-water'. He was a Canadian Indian and went by the name of 'Indian Joe'. Old Capt. Phillips was accustomed to say of him, 'Look out Jim, Jim bad, bery bad Indian'. This 'Bery Bad Jim' had his place of encampment in the southeastern part of the township. In December, 1821, Sylvester Hill, a resident of Painesville, and a hunter of some note, followed the track of three bears for three days, until he discovered them treed in the top of a large, hollow whitewood tree, not very far from the vicinity of 'Indian Jim's' place of rendezvous. It seems that the Indian had also found the bears, and their place of lodgment being on his hunting ground, he claimed the animals as his property. Hill observed the prints in the snow near the bear tree of Jim's moccasins, and anxious to secure the booty, he hastened

to the cabin of Mr. Babcock, and procuring the assistance of John and David Babcock and Daniel Rood, returned. The tree was felled, two of the bears killed and carried away. The Indian, upon finding his bear-tree cut down and his bears gone, became furiously enraged. He knew Hill's tracks and following him to the settlement charged him with stealing his bears and demanded restitution. Hill declined to satisfy him, and the Indian left, threatening vengeance. It soon became known that the Indian was on the lookout for Hill, with the full purpose of taking his life. The latter returned to Painesville to avoid the threatened danger, where he remained a few weeks; but his love for hunting became paramount to his fear of the Indian, and he returned to the forests of Orwell, hoping that Jim's ire had by this time abated. But such was not the case. Learning that Hill had returned he again sought opportunity to kill him. On the morning of Jan. 1, 1822, the savage, learning that Hill and a companion, John Babcock, had gone that day to hunt in the woods of Colebrook, started in pursuit, and coming to the house of Joel Blakeslee, with flashing eyes and horrible threats enquired for Hill. Mr. Blakeslee could give him no information. He left the house, pronouncing Hill's name with fearful imprecations, and, after carefully examining the ground about the house for evidence of his enemy's tracks, started for the forest in a northeasterly direction with his rifle, tomahawk and long knife, brandishing in the air as he went forward. This was the last that was ever seen of 'Indian Jim'. He went into that forest, but never came out of it. Along toward night Hill and Babcock emerged from the woods and, arriving at Blakeslee's residence, were asked if they had seen anything of 'Indian Jim'. Of course they had not seen him, and were profoundly ignorant of his whereabouts. It is said that John Babcock was the best marksman in the township of Orwell."

CHAPTER XXXI.

PIERPONT TOWNSHIP.

PIERPONT EDWARDS—A GOOD FARMING SECTION—FIRST SETTLER—OTHER PIONEER SETTLERS—SCHOOL HOUSE ERECTED IN 1814—POST OFFICE—HOTEL—VILLAGE ORGANIZED—HIGHWAY LAID OUT—CHURCHES—REV. O. WRIGHT.

Why a town should be named for a man whose chief interest is to get it off his hands is not quite apparent, but that was how "Pierpont" happened. When the Connecticut Land Company made that famed division of its Western Reserve possessions, in 1798, the fates that guided the drawing placed ownership of this particular parcel in one Pierpont Edwards, who proceeded to "unload" it as fast as anyone would take it off his hands.

A splendid farming section, after it had been cleared, well watered by Ashtabula River and two of its tributaries that afforded drainage and power for the central and western part of the township, Pierpont started out with great promise for the future and early became quite populous, but it did not have the good luck to lay in the path of progress and, being passed by the railroads, its growth and importance were seriously affected, just when it was getting nicely under way.

The first white comer of whom there is record was Edward Spear, who journeyed from Vermont to seek a home and fortune in the new country which was just being opened. His choice of a location rested in the southeastern section of the township, a couple of miles from the head of the east branch of Ashtabula Creek, where he erected the first white man's habitation in Pierpont. Spear did not remain long, and after he had taken his departure for other fields, the Indians burned the log house in which he had lived.

There were no permanent settlers in the township until 1808, when four emigrants arrived in the fall and picked out locations for their clear-

ings and future homes. These were Wareham Grant, Harvey Rockwell, Martin Vosburg and Ewins Wright. Grant and Vosburg chose sites near together, somewhat north of the center of the township, while Rockwell and Wright located in the southeastern part. Their families came on from the East the following year, after suitable habitations had been prepared for them. In 1811 came Benjamin Matthews and Amos Huntley, and following them the next comers were Asa Benjamin, Joseph Dewey, Samuel Brown, and among the other early settlers were Aaron Holmes, Asa Leonard, Shiram and Jephtha Turner, Amos Remington, Abijah Whitton, Archibald Gould, Ezra Cole, Ezekiel Brayman, William Read, Eli Prince, Edson Beals, Asahel Cleveland, Reuben Benjamin and Zebinah Rawson. These and perhaps others built themselves homes and constituted quite a population within the confines of the township. The first religious organization was effected in 1810 and was of the Methodist denomination. A church of the Presbyterian faith was formed in 1823, and a Baptist Church in 1830. A Congregational Church came later. No regular church building was put up until 1840, when a Union meeting house was erected, the several denominations of the town contributing to the expense and all using it for their meetings. Later this building became the Pierpont Academy.

About 1814 a school house was erected in the southeastern part of the township, Miss Lucy Huntley being the first teacher.

In 1825 Pierpont post office was established, with Archibald Gould as postmaster, and the office being in his home.

A hotel was built at the Center in 1837 by Benjamin and Joseph Williams. In the same year Payne & Trimmer opened a general store, and the section known as the Center began taking on the aspect of a village about that time. Subsequently there were established dry goods, grocery, hardware and drug stores, harness, millinery and blacksmith shops, a carriage manufacturing establishment, creamery, cheese-factory and other essentials to a thriving town of that period.

Organization of the town of Pierpont was effected in 1818. Up to that time Pierpont and Richmond had been a part of Denmark. A meeting was held at the home of Amos Huntley, on July 4 of that year, for the purpose of electing officers and the town was thereupon detached from the Denmark scope. Reuben Benjamin, Sigon Turner and Harvey Rockwell were elected trustees; Martin Vosburg, clerk and treasurer; William Reed and Ewins

Wright, overseers of the poor; Orange Huntley, lister; William Read, Jr., appraiser; Benjamin Matthews and Jesse Turner, fence viewers; James Huntley, constable; Martin Vosburg, Asa Benjamin and Harvey Rockwell, supervisors of highways. Zebina Rawson was the first justice of the peace.

The highway north and south through the center of all townships in range 1 was laid out through the center of Pierpont, having the effect of drawing business to a centralized point, where an east-and-west road intersected.

Relief Lodge No. 284, order of Masons, was organized in Pierpont in 1856. In the following year the lodge put up its own building.

Former residents of Pierpont are loyal to the old town, and show their love for it by assembling year after year in Russell's Grove, in one big reunion which has come to be widely known as the annual Pierpont picnic. They come by the thousands and the meeting is always made a gala occasion.

That is about the only exciting event of the year, unless something extraordinary happens to disturb the tranquil existence of the village.

About a year ago the Presbyterians engaged the Rev. O. Wright for their new pastor and he very soon set the town agog with his extraordinary doings. He came to find that the church, the manse and the community house were all in sore need of repairs, but he said nothing to the officials of what he had noticed. Instead he donned overalls and, with necessary tools, set about the making repairs. His neighbors marveled at this strange procedure and thought it was "grand-stand play" by the new minister, but when he was seen trundling a wheelbarrow of dirt and they realized that he had actually started to dig a cellar under the church for the purpose of installing a furnace, they began to take notice and then to offer their help. The congregation began to grow and the work of repairs had plenty of willing hands to push it along. It developed that the new preacher was a community worker. In an effort to bring the churches, the schools, lodges, Grange and Farm Bureau together, he organized a chamber of commerce and launched out on a program for an active year. Next he launched a paper called the Community Visitor, which he sends to every home in the community. He uses moving pictures in connection with his church services, and since he started the waking-up process in the old town there has never been a dull moment.

CHAPTER XXXII.

PLYMOUTH TOWNSHIP.

ELECTION HELD—ORIGINAL OWNERS—FIRST WHITE SETTLERS—PUBLIC HIGHWAY—TOPOGRAPHY—FIRST WHITE CHILD—FIRST FRAME BUILDING—CHURCHES—POST OFFICE ESTABLISHED—FIRST STOREKEEPER—FARMING AND DAIRYING—WOOLEN MILL.

The following excerpt from an ancient poll-book will suffice to introduce the township of Plymouth, which, upon its subtraction from Ashtabula, became township No. 12, range 3 of Ashtabula County, its birth, as it were, taking place on the "Glorious Fourth":

"At a meeting of the electors of Plymouth Township holden at the house occupied for school purposes, standing near the residence of Russell A. Smith, in said township, on the fourth day of July, 1838, Robert Seymour, Samuel Burnet and Josiah Allen were chosen judges and Levi P. Blakeslee and Wells Blakeslee clerks of said election, who, being duly sworn, according to law, proceeded to elect the following township officers: Samuel Burnet, Andrew Willey and William Stewart, trustees; Levi P. Blakeslee, township clerk; Bennett Seymour, treasurer; Elias C. Upson and William Foster, overseers of poor; John Mann, constable; Samuel Burnet, William Stewart, Joseph Mann, Bennett Seymour, Solomon A. Simons, Elias C. Upson and Merritt M. Mann, supervisors." On Nov. 9, following the township organization, another election was held at the home of Warner Mann for the purpose of naming a justice of the peace, and that official honor was handed to the host named. Later it appears there was a necessity for a second justice in the township and Daniel Hubbard was named for that office.

The property embraced in Plymouth Township was handed over from the Connecticut Land Company to Nehemiah Hubbard, and Matthew Hubbard was his resident agent for the sale of such portions as might be desired by incoming settlers.

The first white settlers were the families of William Thompson and Thomas McGahhe, who came in 1804 and chose a location on Lot No. 5 in the northern edge of the township and overlooking a beautiful vista of deep river valley. Following them Samuel White arrived and also settled on the northern border, along the river front which marks the north line of about two-thirds of the township. In the same year David Burnet located on lot No. 12, just south of Thompson and McGahhe. Following years brought Thomas Gordon, Samuel White, William Foster, Moses Hall, Zaddock and Warner Mann, John and Ashur Blakeslee, Linus Hall, Titus Seymour, David Warren, Elias Upson and others up to about 1811.

Plymouths' first public highway was the girdled road put through by the engineers of the Connecticut Land Company, from Kelloggsville through Sheffield, Plymouth, Saybrook and Austinburg, in this county, and on to Cleveland. The first official county highway was built in 1842, from the Jefferson-Ashtabula highway, at a point in the most northwesterly lot of the township, eastward to a junction with the road to Denmark. As settlers became more numerous and scattered the installation of new roads was made as circumstances warranted and eventually, while the township became well supplied with highways, there is probably no other in the county where the roads are so irregular and crooked. Plymouth's first "improved" road was the one leading to the Center from Ashtabula, via Runkle street in the latter city, which was paved in 1922.

The topographical conditions in Plymouth are of a nature very much in variation to other townships of the county which, doubtless, had much to do with the irregularity of its highways. The northern boundary, skirting the Ashtabula River and Hubbard's Run, overlooks deep valleys. Farther south the land is rolling and southwest of the central part are the "Big Marsh" and the two little marshes which were, before being drained, waste expanses of swamp land. Hubbard's Run has its source in the western lots of the township and Ashtabula River courses a serpentine way through the eastern part, coming in from Sheffield and traversing back through that and Kingsville Townships before it again hits and becomes the northern dividing line. No other streams of importance traverse the township.

In 1807 the first white child, a son, was born to Mr. and Mrs. Daniel Burnet. The first school house was built in 1810 and the initial term therein was under the tutorship of Warren Mann. The first frame build-

ing was erected by Moses Hall and the first frame school house graced the township in 1817, midway between the Center and the cemetery. A church of the Episcopal faith was organized in 1836. This society erected a church at the Center in 1841, which was the only church building in the town until the Methodists built in 1874. Services of different denominations and union meetings were held at different homes for many years and many residents attended meetings in the churches of Ashtabula and Jefferson. In 1846 a postoffice was established in the town with William W. Mann as postmaster. Mr. Mann was also the first storekeeper in the town, his store being opened in 1849. Some years later he moved to East Ashtabula, and after conducting a mercantile establishment there for a number of years he went to the west side and established himself at the corner of Center and Park streets, where he remained many years.

Farming and dairying were always the chief occupations of the residents of Plymouth, but in the early days the town also boasted numerous industrial establishments, which were situated along the river, water affording the only available power. Among these factories might be mentioned saw-mills, woolen-mills and grist-mills. There were carding machines and cloth-dressing machines and other utilities.

The woolen mill owned by Fitts & Gilbert was destroyed by fire on Christmas Day, 1849, just after \$4,000 worth of new machinery had been installed and it had been made ready for business.

CHAPTER XXXIII.

RICHMOND TOWNSHIP.

OWNERS—ORGANIZATION—FIRST HIGHWAY—EARLY VILLAGES—RICHMOND CENTER—FIRST SCHOOL—CHURCH ORGANIZATION—IMPORTANT STAGE STATION.

Township No. 10 in the eastern tier, bordering the Pennsylvania State line, experienced many changes of affiliation before it was finally brought to its present status and came into its own under the name of Richmond, in 1828. In the beginning, so far as white ownership was concerned, the Connecticut Land Company parceled it out to various owners, John Kinsman, Justus and Horace Stocking, Samuel Woodruff and the heirs of Caleb Atwater participating. In the organization of the county in 1808 the territory embraced in the present Richmond Township was a part of Jefferson; in 1813 it was included in that part taken from Jefferson and named Denmark; in 1818 it was a part of territory which was detached from Denmark and became Pierpont, and on March 4, 1828, it was finally divorced from Pierpont. The organization meeting was held on April 8 at the home of John H. Montgomery, at the Center, and the following officials were elected: J. H. Montgomery, Levi Brown, and David Prindle, trustees; Salmon Ashley, clerk; Artemas Ward, treasurer; Nicholas Knapp and Horace Caldwell, fence viewers; Thomas Bright and Paul Rice, overseers of the poor; Charles Jordan, constable; Charles Jordan and Roswell Palmer, supervisors of roads and highways. On Aug. 24, 1828, Levi Brown was commissioned justice of the peace.

The first highway from which Richmond benefited as a means of communication with the adjoining townships and the outer world was the north and south road from Conneaut to Warren. Others were made according to needs as the township progressed and when the Ashtabula & Jamestown branch of the Lake Shore & Michigan Southern Railroad was put through it intersected the southwest corner of the township and, at its station, there arose a settlement which was designated as Leon.

In the southeast corner of the township is also a hamlet called Padanaram and in the northwestern section another named Steamburg, and on the north-center line was North Richmond. In the earlier years each of the towns named and also Richmond Center boasted post offices, but the last one of these was discontinued a couple of years ago and all now receive mail by star or rural service.

Richmond Center, as the principal settlement was called, was established in the central part of the township and most of the early settlers located thereabouts. The families of Peter Yatemán, Benjamin Newcomb, Samuel and William Teed, Mr. Morehouse, who were the first to lay their future hopes in Richmond, arrived in 1805 and all settled on lot 46, which was the southwest corner of the Center, and thus became the nucleus of the future town which was built around the intersection of two subsequent important highways. Among the early settlers were also Newcomb, Morse, Tead, Rice and Drigs families. Charles Jordon was the proud builder of the first frame house in the village, which was erected in 1828 and subsequently destroyed by fire.

The first public school teacher was employed in 1811, she being Miss Laura Ford. The first school house built in the township was put up in 1826, in the Padanaram neighborhood. In the same year another school was built in what was known as the "Old Rockwell District", on property donated by John Kinsman for school purposes.

Ewins Wright, of Pierpont, the neighboring township on the north, was instrumental in the organization of a Methodist Church Society in Richmond, in the year 1811. Shortly after that the Baptists also organized. Subsequently Wesleyan Methodists, Disciple, Close-Communion Baptists and United Brethren churches were organized in the township. The Methodists and Wesleyan Methodists both erected houses of worship in Padanaram, in 1849, and the Disciples built there at a later date; at the Center there were built churches of the Methodists and Close-Communion Baptists; at Leon one by the United Brethren, and at Steamburg, another Methodist.

Situated upon the direct line of travel from the lake at Conneaut to the south, Richmond Center became one of the important stage stations and Mr. Newcomb built a double house of logs that was quite a pretentious structure, which was in early years converted into a tavern for the accommodation of travelers. In 1820 Hoges & Carpenter opened the first store

in the Leon settlement and a Mr. Barber established at this hamlet a general store, trading station and public house that became known throughout this section as "Barber's". This man built also one of the largest cheese factories in the county. The factory had two hundred presses and employed more than a dozen hands. They worked up three tons of curd daily.

CHAPTER XXXIV.

ROME TOWNSHIP.

FINE FARMS—STREAMS—ELIJAH CROSBY—OTHER PIONEERS—FIRST RELIGIOUS
MEETING—FIRST POSTMASTER—INDUSTRIAL LIFE—TOWNSHIP NAMED—
ACADEMY—RAILROAD.

That section of Ashtabula County embraced in the township of Rome, in which are some of the finest farms in this part of the state, was sold by the Connecticut Land Company for 40 cents an acre, in the year 1798. It was then almost solid forest, through which flowed along the west border the Grand River and along the east border the Rock Creek, names given to the streams by the Indians many years before the foot of a white man ever touched that soil. The two streams afforded splendid water supply and excellent fishing, and, in the early years of the settlements, boats of a considerable size plied the Grand River the entire length of the county and beyond.

The first work of the white man's ax was done by direction of Elijah Crosby, who purchased 550 acres in lots 13 and 14, a little northwest of the center of the township. Crosby and Daniel Hall rode horses from East Haddam, Conn., to look over the former's possession, in 1805, and he left Hall with instructions to clear two acres on the northeast corner of lot 13. Crosby returned to the East for his family and to arrange his affairs so that he could leave them permanently for a new home in the West. The following year he journeyed again to Ohio and left his family at Rock Creek while he erected a log house on the clearing that had been made on his property.

In the meantime Abner Hall had bought a homestead in lot No. 12 next north of Crosby's and made a clearing and built a house, which was the first one in the township. These two separate clearings were adjoining, making them as one and when Crosby's home had been built it

constituted quite a good start for a new settlement, and the Crosby family also formed a very respectable nucleus for a new town's population, including as it did the parents and ten children and two young men who had accompanied him from the East to help in the work of establishing the home and also to eventually make homes for themselves. Mrs. Crosby, some months after their settlement here, gave birth to the first male child born of white parents in the township, and that was good luck for the family, for the original owner of the township, Henry Champion, had agreed to give to the first boy baby born in the township a deed to fifty acres of land, which he promptly executed for the child Henry. Further impetus to the population was given this year by the arrival of a caravan from Connecticut which brought Mr. and Mrs. William Crowell and their eight children, Mr. and Mrs. John Crowell, Mr. and Mrs. David Walkley, Jonathan Walkley and Ephraim Sawyer. This entire company spent the winter—their arrival having been late in the fall—in the original log house erected by Abner Hall, which had been vacated by Mr. Hall. During the winter months Mr. Crowell constructed a home for his family, into which they took up their residence in the spring. The Walkleys also settled nearby and made homes for themselves. Joseph Hall, Sylvester Rogers and Henry Brown were the next to arrive and establish their future abiding places. Doubtless with design and looking into the future, nearly all these homes were built in alignment, and the pathway that was broken in making their neighborhood calls developed, in after years, into a driveway and eventually into the principal north-and-south thoroughfare through the county. Other early settlers in the township included Asa and Linds Tinker, four Linan brothers, Edward C. Dodge, Calvin Church, David Rood, Simon Maltbie, Richard Miller, Samuel Ackley, Samuel Crowde, Henry Hungerford, Sylvester Cone, Erastus Chester, Andrew Champion, James Baldwin, Hazard Morey, Edmond Richmond, Stukely Stone and Azariah Smith. In view of their numerous offspring it was quite natural that Elijah Crosby and William Crowell should be deeply interested in the future educational facilities of Rome, and it was fitting that they should be the ones to make a start in that direction, which they did in 1810, when they turned to and constructed a log school house. Upon the opening of school in the new house, each of the families named was represented by seven children. Prior to erection of this building, Miss Lucinda Crosby had taught a school class at the home of John Crowell. In 1821 the pupils

of the Rome school graduated into a new frame school house, which was also used for holding religious assemblages.

In 1808 at the home of Elijah Crosby the Rev. Jonathan Leslie, of Geneva, conducted the first religious meeting. A Presbyterian Society was organized in 1819, with the Rev. Giles Cowles as pastor. This organization built a church home in 1836 and one of its later ministers was the Rev. Ingersoll, father of the late Robert G. Ingersoll, the famous lawyer, orator and infidel. Young "Bob" spent some years of his boyhood in Rome and there are still living some who were his schoolmates and who tell amusing stories of the pranks of the preacher's son. The Congregational Society of Rome was incorporated in 1836.

The Baptist Society built a church in 1835, the Episcopalians in 1837 and the Methodists in 1877, the latter being located at Rome Station, in a building moved from the Center and rebuilt.

Elijah Crosby was the first postmaster appointed in Rome, the office being located in his residence in 1815.

The industrial life of Rome began in 1818, with the installation of a saw-mill built by E. C. Dodge on the bank of Rock Creek. Two years later John Reid constructed a grist-mill, and in 1830 Walkley & Hall added another saw-mill. In 1824 T. A. Miller opened the first store in the township. Sylvester Rogers, in response to the demand for accommodations by travelers, converted his home in the early '20s into a public tavern, which soon gained an enviable reputation as a good place at which to stop. In 1819 John Crowell built the first tavern and stage-house. Among other public houses of succeeding years was one conducted at Rome Station by James Kelsey, which he named the "United States Mail." Rome had its cheese factory and cheese-box manufactory, which were almost indispensable to towns of Ashtabula County.

Rome Township was regularly named in 1828, up to which period it had continued as the last vestige of the original township of Richfield. The death knell of Richfield, which had at one time embraced practically all of Ashtabula County, was rung in a petition filed with the county commissioners on June 2, 1828, notation of which appears on the records as follows: A petition of Christopher Champlin and others, inhabitants of the township of Richfield, praying that the name of said township be changed, was presented and read, whereupon it was resolved by the board that said township, it being surveyed township No. 9, in fourth range of townships, and

heretofore known by the name of Richfield, shall be hereafter known and designated by the name of Rome, and said name of Richfield be abolished." In pursuance of the organization of the newly named township, there was held, on the first Monday in April, 1829, an election which resulted in an organization with the following officers: Joseph D. Hall, William Watrous and Samuel Crowell, trustees; Justin Williams, clerk-treasurer; Charles Crowell and Justin Williams, constables; Lynds Tinker, Reuben Sanders and Silas Washburn, supervisors of highways; Sylvester Rogers and Asa Tinker, overseers of the poor; Daniel and David Walkley, fence viewers. The first justice of the peace was Justin Williams.

One of the educational advantages of Rome was an academy that was incorporated in the spring of 1836 by the Rome Academical Company, which conducted a more or less profitable school for some years in the village.

When the railroad was put through Rome, in 1872-3, it had the effect of soon making a new center of activity about the station, somewhat removed from the village center, and with stores, mills and numerous residences the new settlement assumed the position of a rival to the original town.

CHAPTER XXXV.

SAYBROOK TOWNSHIP.

ORGANIZED IN 1816—ELECTION—SALE OF LANDS—SAYBROOK STATION—GEORGE WEBSTER—FIRST SETTLER—OTHER PIONEERS—M. E. CHURCH ORGANIZED—FIRST MERCHANT—POTOFFICE—PARKS AND RESORTS—FIRST VOLUNTEER.

The township now Saybrook, which borders the shore of Lake Erie between Ashtabula and Geneva, was regularly organized in 1816 under the name of Wrightsburg, though it had previously been designated as Mather-town. This section had been a part of Austinburg. In 1827 the name was changed to Saybrook. The original officers of the township were named at an election held at the home of Benjamin Sweet, on the first Monday in April, 1816, and were as follows: Joel Owen, Samuel Wright and Thomas Benham, trustees; Benjamin Sweet and Eli Rood, overseers of the poor; George Webster and Hubbard Tyler, fence viewers; Zadoc Brown, lister; Levi Amsden, appraiser of property; Angell Whipple, Abraham Amsden, Samuel Benham, Levi Beckwith, Jason Norton and Phineas Pierce, supervisors; Thomas Stephens, constable; Joel Owens, treasurer. Benjamin Sweet was appointed justice of the peace in 1819.

The name Mathertown was taken from one of the original owners, Samuel Mather, who, together with William Hart, obtained the land from the Connecticut Land Company, of which they were members. Hart sold his share of the property to Josiah Wright, who in turn parceled it out to individual home seekers as they desired, and many of the latter suffered severe losses, which dampened their ardor for the new West, some of the disappointed ones returning to the eastern states while others tried their luck in other localities. This misfortune resulted from the death of Mr. Wright occurring before he had secured his title to the land, and as Hart held a mortgage he reclaimed the property and those who had invested had to stand a loss.

Prior to 1816 Wrightsburg had been a part of Austinburg, of which township it had constituted more than one-half. The territory of Saybrook embraces that traversed by the North and South ridges, which are mentioned elsewhere. The North ridge runs across the center and the South ridge a mile south of and parallel with the North. These ridges afford splendid farming and many of the early comers located thereon, but the principal settlements consisted of Saybrook Corners, Saybrook Station, Munson Hill and that part of the township adjacent to the Ashtabula town line near the lake. Saybrook Corners is on the North Ridge a mile west of the Center road, which extends through the center of the township, southward from the Lake road, and continues straight through to Trumbull County. Saybrook Station is a few hundred rods north of the Corners, on the line of the New York Central tracks. In the early days of the railroad this was quite an active settlement, but as the railroad company's succeeding schedules kept cutting off train stops at Saybrook Station and the business consequently left the hotel and stores thereabouts, the mercantile places gradually disappeared until now but a few residences remain in that immediate vicinity. The Corners still has its churches, high school, stores and other establishments that give life to the small town. Munson Hill is at the crest of the highest point in the township, the highway at that place being over 200 feet above the lake level. There was at one time quite a colony at this point, but now it is but a farm district.

The township is well supplied with water courses, having a small brook running through the southwest corner: Indian Creek, which rises in the southeastern part and, after admitting several tributaries, passes out near the northwestern corner, and Red Brook, in the northeastern part. Then there are many springs throughout the township.

While this township was near lake landings and was traversed more or less by emigrants of the earliest years, its attractions as a place for settlement did not appeal to any one for a whole decade after the white man had invaded this section. It was in 1810 that the first settler came to this township and located. His name was George Webster and he was accompanied by his mother, the father and husband being dead. Webster built a cabin in the southwestern part of the township, where he prepared to make a clearing. The coming of this little family into the new, unbroken country was no small undertaking for the mother, for she was

staking her all on George, who was at that time but fifteen years of age. But he was sturdy, ambitious and fearless, as had been demonstrated by his experiences on the trip out from the East. Joel Blakeslee paid the following tribute to Webster in an entry in his personal writings made in 1855, on early days of this section: "Mr. Webster arrived in the county in the year 1804. He was then but 15 years of age. The journey was accomplished with two teams, one of horses and the other of oxen, attached to a stout wagon. They came by way of Cooperstown, Utica, Cayuga, Batavia and Buffalo. Arriving here, they at the last named place were told that there was no settlement west, until they reached Max, at Cattaraugus. They were to keep to the beach some eight miles and a marked road the rest of the way. Keeping to the beach as directed, they turned off into the woods, traveled all night and, not finding any sign of a habitation, encamped in the dense forest. The next morning they proceeded until about 10 o'clock, when they arrived at a log cabin. This proved to be the dwelling of a man named Cummings, who informed them that they had driven in directly an opposite direction from the point intended and advised them to return direct to the lake shore. This they accordingly did, hiring Cummings to accompany them as guide. At the end of the third day they reached the shore of the lake, but a few miles in advance of where they had left it. On arriving at Ashtabula Creek, they found that the water was high, and not knowing its depth, of course dared not attempt to ford. There was no house in sight. While considering what course to pursue, they discovered a woman paddling down the creek in a canoe. She proved to be Mrs. Beckwith, widow of George Beckwith, who perished in the snow. She assisted them in crossing the stream, leading the horses by the side of the canoe; the cattle were obliged to swim. Bed-cords were attached together and attached to the wagon tongue, the other end carried across and the team hitched on, and the wagon floated across. Doubling the rope, as it struck the sand, they soon drew the wagon ashore. Attaching the teams, as they were about starting, the Hon. Matthew Hubbard rode up. The sight of a white person was a glad one to the family. The land upon which they settled in Saybrook was purchased of T. R. Hawley, he having received it of the proprietors in payment for services as surveyor. At the raising of their cabin, the settlers were present from Geneva, Harpersfield, Austinburg and Ashtabula."

Among the early comers to Saybrook were Reuben Smith, Joseph Hotchkiss, Zadock Brown, Stephen Herriman, Oliver Steward, Josiah, Jesse and Samuel Wright, Jesse Blackington, A. Whipple, Thomas Stevens, Theodore Blynn, Solomon Bates, Jarvis Harris, Charles Pratt, Amasa Tyler, Chandler Williams, Benjamin Sweet, Asa Gillett, Levi Beckwith, Captain Savage, Abel Edwards and others. Samuel Wright erected the first frame house, at a point on the South Ridge, in 1818. Wright and Blackington built a water-power saw mill on Indian Creek, at an early date, and Asa Gillette, Jr., a steam mill, somewhat later. In 1815 a schoolhouse was built on the South Ridge.

The Methodist Church was organized in 1816, and meetings were held at homes of members until 1835, when the society put up a church building, which was located on the North Ridge, near the "Corners". This was used for a school and other public assemblages and was sold and converted into a residence in 1849, when the Methodists erected a church for their own exclusive use. The Congregational Church was built about a year later.

Hubbard Tyler was the first man to launch in the mercantile business in the township, he having opened a general store in 1828. Saybrook's first public house was erected for and conducted by Benjamin Sweet, in 1813. A short time after that Nathan Williams opened a tavern. Such houses were very common along the ridge roads in the stage coach days, before the railroad came through this section.

The first birth of a white child in Saybrook brought a son to Mr. and Mrs. Zadock Brown. The first death of a white person was tragic in nature, a little daughter of Mr. and Mrs. Jesse Wright being burned to death.

Owing probably to its close proximity to Ashtabula and Geneva, Saybrook never received any impetus from manufacturing concerns. It had its cheese factory, and, of late years, Wright's basket factory has made itself felt in the commercial fruit trade. F. C. Gerald's wholesale meat headquarters in Saybrook have done an extensive business during the past 20 years or more.

A postoffice was established in the town in 1816, with A. Whipple as postmaster. Prior to that time the carrier who traversed that route from east to west had distributed the mail as he went along, and there was no stated place where it might be left for those who lived off the route, except

as each family directed. Daily mail service was established through Saybrook in 1821. The South Ridge was the original route of travel, the North Ridge road not having been laid out till 1815.

A schoolhouse served the town as a place for holding elections and other public meetings until 1871, when a town hall was erected near the "Corners".

In the present period any town that lies along the lake shore, to insure its full quota of attractions, must have its township park. Saybrook was one of the first to establish a free recreation spot of this nature, and it has a spacious and attractive park on the bank of the lake, with bath-houses, pier, eating pavilion, ball ground, refreshment stand and other conveniences, and it is one of the popular outing spots along the lake. A short distance east of the township park is Red Brook, where a summer colony was started nearly a half century ago. About 40 years back a company was organized and purchased a section of lake frontage, platted it and sold lots, each lot owner becoming a shareholder in the company. There are today about 30 cottages, a dancing pavilion, tennis court, pier, electric lights, water service and all the comforts of home for those who spend their summers there. Most of the people own their own cottages and occupy them during the heated season, and therefore the colony is much like a big family party. This condition prevails all along the shore, and Saybrook's lake front is a scene of lively activity in the summer months.

A short distance east of Red Brook is the Ashtabula Country Club's new home and golf links, the clubhouse to be opened this year for its first season. Several members of the club have purchased lake-front property and built some of the finest homes in this section thereon.

Adjoining Red Brook on the west is Hallwood, one of the newest allotments to be opened, and cottages are rapidly being built therein. Next west is a considerable colony, Billow Beach, which started a few years ago with a couple of cottages and has assumed the proportions of a considerable settlement. A little farther west is East Geneva-on-the-Lake and a short distance west of the township park is Nineveh Beach, boasting several cottages. Thus it may be seen that Saybrook's lake front is a lively place in the summer seasons.

The eastern part of Saybrook Township, adjacent to Ashtabula City and Harbor, embraces several thousand people in its population and in-

cludes Windermere, a new community section in the vicinity of the new car shops of the New York Central Railway, which are also in Saybrook, and which furnish livelihood for several hundred families. This shop plant is now but half of its contemplated size and is expected, in the near future, to be an immense establishment. There are also, in the eastern part, some of the largest greenhouse plants in the country, where are raised thousands of car loads of cucumbers, tomatoes, lettuce, and other vegetables, and also immense quantities of mushrooms, that supply the markets of New York, Chicago and other large cities.

First Volunteer.—Among the claims that Saybrook makes is the proud one that one of her boys was the first man to enlist for service in the Civil War, which claim has been broadcasted and has never been questioned.

One of the old-time residents of that township was Rodney Viets, one of the most radical abolitionists in this section (and that was saying a great deal). He was very active in connection with the transportation activities of the famous "Underground Railway", by which runaway slaves from the South were smuggled to the lake and across to Canada.

Young Frank Viets, just attaining his majority at the time that the Civil War was about to break out, inherited much of his father's spirit, and was deeply interested in the cause of freedom. He often expressed a wish that he could be useful in some manner in the suppression of slavery, and when he learned that Captain Kenney was to organize a battery in Geneva, he decided that it was time for him to move. One evening he talked the matter over with his father and it was agreed that the young man should go and enlist. Accordingly, next morning, he went to Geneva, hunted up Henry Munger, who was a friend of the Viets family, and the two went together to the office of Captain Kenney, where young Viets was regularly enlisted as a United States soldier. He was back home in time for dinner, and upon arriving learned that President Lincoln had the night before issued the proclamation calling for 75,000 troops for three months' service. He joined the Geneva battery and was with them throughout their campaign. He was the lead rider of the three teams hauling the Geneva gun. After the return of the battery, when the new one was organized, Viets was one of the first to signify his desire to become a member. His service gained for him advancement, and Maj. Frank Viets is still living in a far Western state.

CHAPTER XXXVI.

SHEFFIELD TOWNSHIP.

SAMUEL MATHER, JR.—ORIGINAL OWNER—FIRST SETTLER—OTHER SETTLERS—
ORGANIZED IN 1820—FIRST OFFICERS—RELIGIOUS SERVICES—FARMING AND
DAIRY INDUSTRY.

Township No. 12, of Range No. 2, of Ashtabula County, was christened Sheffield when it was disconnected from Kingsville, as a separate township, in the year 1820. Prior to that time that portion of Kingsville had been called East Matherstown, to distinguish it from Matherstown, a name by which Saybrook was at one time known. Samuel Mather, Jr., one of the stockholders in the Connecticut Land Company, had been the original owner of the Sheffield tract, and he had divided it between his three children, giving each an equal share. None of them, however, became actual residents of the township. Matthew Hubbard and Henry Parsons, of Ashtabula, were employed by the heirs to dispose of the land and it was parceled out to settlers. The earliest comers found that the Ashtabula River, which traversed the north-central portion of the township, from east to west, constituted the only break in the otherwise solid forest that covered the land. In 1811 one Moore came into the Sheffield section and built a log cabin, in which he lived for a time, and then moved on farther west. John Shaw was the next man on the scene, he coming in 1812. He was the first permanent settler, and his descendants are still to be found in and about this locality. Shaw was said to have been a deserter from the English army. His son, Truman, told of his father's experience, and how he came to this country. According to his account, the elder Shaw was a soldier in the British army in Canada at the opening of the War of 1812 between the British and Americans, but, chafing under the bondage to which British soldiers were subjected, and hearing of the "Free America", he decided to make a change. Accordingly, he and several

others who shared his feelings embarked in a small boat from Long Point and crossed Lake Erie to the American shore. The winds and tides sent the boat up the lake, and when they reached this side they made landing at Ashtabula, in the night, and fared inland till they were far enough away from the lake to feel safe from any possibility of capture. In about the year 1815 several families came into Sheffield, among them being noted the Mendalls and Springsteads. One of Reuben Mendall's daughters was the bride in the first wedding ceremony performed in the township, a justice of the peace, Smith Webster, coming over from Kingsville to tie the knot, and the event was attended by no little difficulty in the preliminaries. To Chauncey Atwater was given the task of procuring the necessary license, which he did by walking to Jefferson. On the return with the precious document in his pocket he got off his course and spent the night in the forest. Next day, when he had again obtained his bearings and came to the river, he found that the rains of the night before had caused the stream to swell to an extent that made it impossible to cross at the ford, and he had to take a roundabout course to the bridge at Kelloggsville, thus adding about 10 miles to his return journey. In the year 1817 additions were made to the colony by arrival of the families of Chauncey Atwater and some others, and following them came Phinneas Webster, Samuel P. Castle, Thomas Fargo, Zebediah Whipple, John R. Gage, Elam Osborn, John Usher and others. Most of these newcomers settled about the northern part of the township and in the vicinity of the river.

At the organization of the township of Sheffield, in 1820, a very modest list of officers was named: One trustee, John Gage; John Briggs, justice of the peace; Chauncey Atwater, clerk, and Samuel Johnson, treasurer.

Clarissa Cassell taught school in a log cabin prior to 1819, when the first building was put up expressly for school purposes. Ten years later the general utility building which came to be known as "The Red School-house" was erected, and it served the town for all public meetings and also for religious assemblages for a number of years.

The Methodists were the pioneers in holding religious services and they were organized into a church in 1824. Elder Lane, an itinerant preacher of the Erie Conference, preached for this congregation once a month for some time. The Baptist Church was organized by and its pastoral requirements served by the Rev. Edmund Richmond, who gave the

land for the church house and assisted in its building. The organization was in 1835, and Rev. Richmond's pastorate continued until his death in 1861. The Free-Will Baptists organized in 1839, and built their church in 1853. The Rev. M. L. Rollin was its first pastor. The Rev. George Sleeper and Ambrose Shelley were chiefly instrumental in the organization of the United Brethren church in 1857.

The splendid pasturage of Sheffield made it an ideal section for dairy farming, and the town soon took its place with other prosperous sections of the county in the cheese-making industry. The ample free water power was also conducive to milling industries, and the banks of the river boasted numerous saw and grist mills. The first mercantile establishment in the township was carried on by Salmon Chandler, who conducted a general store. In 1845 David Richmond was appointed the town's first postmaster. It is said that the income of the office for the first three months of its history was 83 cents. H. G. Hinds built a hotel at the Center, in 1861.

CHAPTER XXXVII.

TRUMBULL TOWNSHIP.

ORGANIZED IN 1825—FIRST OFFICERS—FIRST WHITE SETTLER—OTHER EARLY
SETTLERS—SETTLEMENTS—FIRST EVENTS—IN THE CIVIL WAR—REMINIS-
CENCES BY JOEL BLAKESLEE.

In the records of the county commissioners may be found the following entry, made on March 7, 1825: "On the representation of Isaac H. Phelps and others, it was ordered that all that part of the township of Harpersfield, in the fifth range, between the north line of the township at Windsor and the south line of No. 11 in said range, be erected into a new township by the name of Trumbull, and that the first meeting for the election of township officers shall be holden on the first Monday of April next at the house of Isaac H. Phelps."

The organization meeting ordered in above quotation resulted in the naming of officers for the township as follows: Ezra Griffin, James Brown and Ezra Gregory, trustees; Isaac H. Phelps, clerk; Ezra Griffin, treasurer; O. Brown and Daniel Woodruff, overseers of the poor; D. Woodruff and O. Brown, fence viewers; Ezra Gregory, lister and appraiser; Benjamin Moore, lister. At the following year's election the town took on added dignities by election of a justice of the peace and constable, the former being Isaac H. Phelps, and the latter Jehoikim Burget.

Windsor being Township No. 8, and Harpersfield No. 11, the boundary given above includes what was later divided into Trumbull and Hartsgrove. This division was made in 1830 by the drawing of a line through the center, from east to west, and calling the north half thus made Trumbull, and the other half Hartsgrove.

The first white man that undertook to settle in this territory, Trumbull, was Holly Tanner, whose experiences are the subject of another article. To him the owners of the tract deeded 200 acres of land, on con-

dition that he move onto it, clear at least 20 acres and live upon it at least two years. Tanner met all the requirements of the agreement, excepting that of remaining a tenant for two years. After he and his wife had been there a year and a half, and no other families had come into the territory, they became discouraged and moved "back to civilization". The township continued in its state of uninterrupted tranquility after the departure of the Tanners, until 1818, before its silence was again broken by the arrival of Daniel Woodruff, who had come to stay, and following closely came Isaac H. Phelps, Obediah Brown and Leonard Blackmer. These families all settled in the eastern part of the township. Ezra Griffin, Nathaniel Brown, Ebenezer Andrews, Osborn M. Baker and others, with their families, followed within the next few years, and Trumbull began to assume a position of importance in the county.

The township of Trumbull included three distinct settlements that were known, respectively, as Trumbull Center, in the center of the township; East Trumbull, on Trumbull creek, in the southeastern part of the township, and Footville, also on Trumbull Creek, but in the southwestern portion.

A postoffice was established at the Center, in 1823, in the home of Isaac Phelps, who was named postmaster; and in 1848 East Trumbull was given a postoffice, with O. H. Price as postmaster.

George Rich was proprietor of the first store in the village, at the Center, which opened for business in 1847, the stock of goods being brought from Cleveland by wagon.

The first schools were established at the Center in 1829, and at Footville in 1842.

Daniel Woodruff and wife were parents of the first white child born in the township, a boy, who made his debut in 1819. The first death chronicled was also in that year, being Leonard Blackmer, who died from the effects of injuries sustained in his efforts to capture a big elk single-handed.

East Trumbull boasted the first tavern, which was established by A. T. Coddington, in 1839. Scott Jenks built and opened a hotel at the Center in 1858.

Trumbull Creek, flowing through the southern section of the township, toward the Grand River, has played a prominent part in the commercial activities of Trumbull. Many mills, in the earlier years, when water power

was the predominating force for mills, were built along its banks. The township also had its share of prosperous cheese factories, located in different sections.

The Rev. Giles W. Cowles, in 1819, preached the first sermon ever heard in the township, to a small party congregated at the home of Daniel Woodruff. From that time meetings were held at the homes of residents from time to time, and the Methodists organized in the early years of the town's history. The first church building erected was for that organization and was put up in 1855. The Disciple Church was organized in 1859, with a membership of eleven women and four men. This society increased rapidly and, in 1874, built a church home, and another society of the same denomination put up a church in East Trumbull in the same year.

The Trumbull Grange was organized in 1873, and there was also a lodge of the I. O. G. T. that flourished for some years.

One of Trumbull's claims for credit was that it furnished more men and more financial support to the government during the war of the rebellion than any other township in the county of the same population and financial standing.

The first road built through Trumbull was laid out in an irregular course from north to south, somewhat east of the center of the township. It was put in as a means of communication and travel from Harpersfield to Warren, before the white man's ax had been used, otherwise, in the township. The county road was put through the center of the township in 1816, and was adopted as a state road in 1820. Other early day highways that formed the principal routes of travel are found on the records to have been laid out from time to time as need demanded. The East road was broken through from Mechanicsville in 1820; in 1835 a road was ordered to begin at the north line of the township and run southward through the township, one mile west of the center road, and in 1837 another, beginning at the east-and-west road on the south side of Grand River, in Harpersfield, between lots 108 and 109, and running southward to intersect a new road laid out in Trumbull. Other roads, through and intersecting, were built as the settlement increased. The town's latest glory was the brick paved road that was built in the summer of 1923, from Hartsgrove straight north, through the center of the fifth range of townships.

Trumbull was always a distinctively farming and dairying section, but it had one manufacturing plant of some pretensions, for a number of

years. That was a shoe peg and clothes pin factory that was located at Footville, and employed about 25 hands up to the time of its destruction by fire on January 15, 1868.

Joel Blakeslee, a local chronologer of the middle of the last century, contributed to the Ashtabula County Historical Society the following regarding the pioneer settler of Trumbull. It was written in 1853:

"The following extracts are made from a communication from Mrs. Tanner and her son, who now live in Dover, Pa. It was written by the son and sent by Mr. Calvin Dodge, New Lyme merchant, who called at the Tanner home recently. The letter in part said:

"I will try to tell you about the times some over 53 years ago. May 15, 1799, Holly Tanner and Hannah Tanner, who were my father and mother, and their two sons, David and Joseph, left Scipio, N. Y., for Ohio. With a number of families, they took a boat on Cayuga Lake, then Lake Ontario, hauled the boat around Niagara Falls on the Canadian side, and next onto Lake Erie; then up Lake Erie, and on the sixteenth day of June they landed at Harper's Landing, Madison Dock. On the twenty-third day of July, the next month, 1799, my brother, James, was born in Harpersfield. He was the first white child they knew of being born in that region. I will now tell you the way they went to mill, as I have often heard Father tell. A number went to the Marsh settlement, in Lake County, with the boat from Harper's Landing. They bought 60 or 70 bushels of grain, all that could be procured, for bread for all the families until the next harvest, and this was in November, 1799. After they returned, Johnathan Gregory and Father took the boat down the lake for grinding. Conneaut, I think, was the place. They got their grinding and, on their way home, just at night, a cold storm came up. They struck for shore for safety, and fortunately struck the mouth of a creek which had been barred up by sand, but the water had cut a narrow channel through which they ran the boat, struck a setting pole in the sand, tied the boat and then lay down to sleep. As they slept, Johnathan dreamed the boat was gone. He was weary and wakeful. He awoke. His dream made him feel uneasy. He got up and went to see whether his dream was false. The boat was gone. He went back and awoke Father, saying the boat was gone. 'Can you see it?' said Father. 'I see something black on the lake; what it is I can not tell.' Then Father went, stuck two stakes in the sand and took sight by them, saying, 'It is the boat—it moves along.' Johnathan Gregory and Father must

have felt bad. They thought the boat and all was gone and they could not get it. It was then 80 or 90 yards off shore, and drifting farther away. This was late in the fall, a cold night, and in the boat all the breadstuff for all the families till the next harvest. As Father was a swimmer, and considering that drowning was not much worse than starving, should he not succeed, he stripped and plunged into the lake. He kicked and paddled till he reached the boat. Johnathan, in fearful anxiety on the shore, waited for Father's success until he had reached the boat and started it back, then he built a large, flaming fire, by which Father warmed himself, after Johnathan had helped him get the boat in. I have heard Father say he had a cold time of it, but he saved the boat, and incidentally the winter's breadstuff for the settlement."

CHAPTER XXXVIII.

WAYNE TOWNSHIP.

ORGANIZED IN 1811—TOWNSHIP OFFICERS—THE HOME OF JOSHUA R. GIDDINGS—
TITUS HAYS, FIRST SETTLER—EARLY CONDITIONS—FIRST WHITE CHILD—
ESTABLISHMENT OF CHURCHES—SCHOOLS—CHEESE MAKING—MOUNDS.

Prior to the year 1811, that section of Ashtabula County now included in Wayne, Williamsfield, Andover, Colebrook, Cherry Valley and New Lyme, constituted a part of Green Township, in Trumbull County. In that year this portion was set out and all included in the new township of Wayne. The records in the Trumbull County commissioner's office show that on April 11, 1811, this dissection took place, and at a called meeting, held at the home of Nathan Fobes, the following township officers were elected: George Wakeman, Joshua Giddings and Ezra Woodworth, trustees; Nathaniel Coleman, clerk; Thomas Ford, treasurer; Titus Hayes and Samuel Tuttle, overseers of the poor; Zopher Case and Joshua Fobes, fence viewers; David Fobes, Anson Jones and Albigan Woodworth, supervisors. Samuel Tuttle and Nathaniel Coleman were later named justices of the peace for the township. Thus was organized the town that gave to the country one of the greatest advocates of the freedom of all men, Joshua R. Giddings, whose late boy and young manhood years were spent in Wayne, where he obtained the meager education he acquired in the district school of that part of the township that was long known by the name of Lindenville. The territory of the township was reduced in 1813 by taking away New Lyme and Colebrook; in 1819 by Andover and Cherry Valley, and in 1826 Williamsfield withdrew and organized independently, leaving the Wayne Township of today.

The first white man who disturbed the quietude of nature in the wilds of Wayne was one Titus Hayes, a young man who happened that way while trying to connect with the surveying parties of the Connecticut

Land Company that were working in the Western Reserve in 1798. The first real settlers, however, came in 1803. In 1799 Wayne Township was surveyed into lots, each of which contained 160 acres. In 1800 Oliver Phelps, one of the members of the Connecticut Land Company, purchased this township from the company, and in 1803 he sold 1,500 acres of it to Simon Fobes, of Somers, Connecticut, who proceeded to the early development of the section. In the summer of that year he took his son, Joshua, and wife, and another son, Elias, and started for the new landed possession in Ohio, his intention being to help them to locate and get established, after which he expected to return to the East. On the way they were joined by David Fobes, a cousin of the boys, whose ambition, or a spirit of adventure, had led him to undertake the hazardous trip and brave the dangers and discomforts of a life in unknown lands. They were 49 days en route and their journey ended at the home of Jesse Pelton, who had preceded them a short time and settled in the center of the township.

When these people had become established in their new home they learned that the nearest white neighbors were five miles away. They had plenty of Redskin neighbors, however, and the latter were very good to the newcomers and helped them in many ways, especially favoring them with gifts of deer and bear meat, the white men being too busy with their clearing and building operations to spend time hunting.

This section was quite sparsely settled at that time. The nearest neighbors on the west were in Windsor Township, 15 miles away; on the north there were none nearer than Kingsville, about 25 miles, and on the east the nearest whites were in Meadville, Pa. Five or more miles to the south, in Gustavus or Kinsman, there were a few settlers with whom they occasionally came in contact. There were no roads in any direction until the year after the Fobes families arrived on the scene; then they and the Morgan settlers cut a road through from the Fobes settlement to the town of Morgan (Rock Creek), a distance of about 15 miles. By this means the Wayne residents were able to effect a connection with other roads that gave them access to markets in distant towns.

Something about Wayne appealed to the fancy of Titus Hayes, the young engineer who was the first to visit the place, in 1798, but who at that time made but a transitory call. In the winter of 1804-5 he, in company with Elisha Giddings, moved with their families from Canandaigua, N. Y., to Ohio, and stopped first in Hartford, Trumbull County, where they

remained until the following winter, for the purpose of raising breadstuffs to sustain them until they could effect a clearing and prepare for future crops in Wayne, where they intended to locate on forest land, and to which place they journeyed in the fall. There they settled on adjoining lots, a little northeast of the center of the township. Others whose names are chronicled as among the early settlers of Wayne included George Wakeman, Joshua Giddings (father of Joshua R.), Edward Inman, Henry Moses, Nathaniel Coleman, Nathan Fobes and others.

In 1804 Mrs. David Fobes gave birth to the first white child born in the township. Sarah, daughter of Mr. and Mrs. Nathan Fobes, was the bride in the first wedding ceremony performed in Wayne, that being in 1807, and the groom was Philemon Brockway. The first death was that of Mrs. Thankful Fobes, grandmother of Joshua. Her husband followed her to the beyond only three days later. So it was that the Fobes family, among the original settlers, were conspicuous in the early life of Wayne Township, and their descendants were many and may still be found in the interior localities of the county.

According to the records made by the Rev. Joseph Badger, who was instrumental in the establishment of many churches in Ashtabula County, the first Sabbath sermon preached in Wayne was at the home of Joshua Fobes, on November 2, 1806. Ten years after that the Congregationalists organized the town's first regular church society. Credit is given to Linas H. Jones for the following account of the early religious activities of the township, published in the Williams History of 1878:

"The first church organization in Wayne was Congregational, formed in 1816. Previous to this, for some years, regular religious services were held on the Sabbath at private houses, prominent among which were those of Joshua and Levi Fobes, at the center, and at the house of Benjamin Ward, on the Hayes road. These services were conducted by Simon Fobes, a soldier of the Revolutionary army, consisting of two services of a sermon read at each, with prayer and singing, in accordance with the usual form of those days, which practice continued until 1816. At this time an effort was made to establish more permanently the institutions of the gospel. The citizens of Wayne and Williamsfield united in building a place of worship. Neither township was much settled, except in the contiguous halves of each, and both were under one township organization. A large house was built of logs, piled one above the other, and covered with

'shakes'—much like barrel staves, except being less in thickness—from three and a half to four feet in length. These were laid loose upon poles, or 'ribs', which ran across the building, for their support, and were held in their places by poles or weights. The crevices between the logs of the sides were 'chinked' with wood and mud, making them quite formidable against the blasts of winter. A floor of boards covered about one-half of the room, while the remaining portion was the bare earth, except logs, hewed upon the upper side, to support a floor, when the finances might justify the outlay. These logs were used as seats, and made a substantial and solid sitting. In winter a fire was built upon the ground, near the center, the smoke very tardily making its exit through the crevices in and around the roof, but often tarrying sufficiently to cause tears, without the aid of eloquence or pathos. After about two years a floor covered the whole area. A gallery was erected at one end of the building, which accommodated the choir, as aristocratic, but much less exclusive, than those of more modern times. In this humble building the citizens and their families assembled in mass, holding two services each Sabbath, conducted by deacons, notable among whom were Ezra Leonard, Norman Wilcox and Calvin Andrews. Occasionally a missionary would spend a Sabbath with them. The first minister employed by the church was the Rev. Alvin Coe, for a term of four Sabbaths; afterwards, one by the name of Bowen, as a candidate for settlement; but he did not prove acceptable. Early in the summer of 1819 we were visited by the Rev. Ephraim P. Woodruff, in the capacity of a missionary, of the Missionary Society of the State of Connecticut, who labored with us several weeks, when arrangements were made with him to settle with us as our minister, and labor as such one-half of his time, at a salary of \$200 per year, which was to be increased \$10 per year until it reached \$250. He was installed as pastor in August, 1819, and returned to Connecticut for his family, which consisted of his wife and six children. He returned with his family in October, and settled in his log house, which had been provided for them in his absence, perfectly surrounded by forest, with no building nearer than half a mile, except our lonely looking forest church. One-half of Mr. Woodworth's time was spent as a missionary among the destitute churches in this part of the Western Reserve, making, usually, tours of two weeks each, and thus alternating in his home and mission labors. He was a laborious, persevering and efficient man, both as a pastor and as a citizen. Three services on

the Sabbath was the rule, two at the church, and at evening in some quarter of his parish, usually at some schoolhouse. He exhibited much zeal in the interests of education, and made a specialty of visiting each school twice in each session, giving notice of the intended visit on the Sabbath previous.

To attend church was a general rule of almost the entire population, and the difference in attendance between deacon and preaching meetings was small. Our religious interests were harmonious and prosperous, until the winter of 1831, when our house of sacred memory was destroyed by fire. Our pastor was equal to the emergency, for he had a building of logs that he had used for "all work", which he at once appropriated to the needs of the church. A part of the upper story was taken out and the choir perched upon the remainder, their heads coming in frequent contact with the roof, while the mass were seated below. But this state of things could not long continue. A house, or houses, must be built. The people upon this side of the creek thought it time that interest called for a house nearer home, and that that interest centered upon the Hayes road. To this those upon the Center road demurred, uniting their interest with those upon the east side and Williamsfield, awaiting a more favorable opportunity for building at the Center.

The Hayes road interests started forward, hewed and drew the timber to the spot, when, in a maze of doubt, the work was suspended. Those on the east side, with West Williamsfield, encouraged by this suspension, united their efforts and built a house on nearly the same spot on which stood the old log church. In this state of things, regular religious services were established at the schoolhouse on the Hayes road, north of the center line, and kept up from Sabbath to Sabbath, with preaching about one-half of the time. In October, 1832, a Congregational Church was organized, with 29 members, 20 of whom were from the former church, and all living east of the north-and-south center road. This state of things continued for about two years. In the meantime those on the center road, and west, remained members of the original church of Wayne and Williamsfield, but, uniting their efforts with others of the township, commenced the building of a house at the Center, which was undenominational, stimulated by a Center interest. In this state of things the project of a house on the Hayes road was abandoned, and an arrangement made to take the house at the Center. A Congregational Society was organized and incorporated

in the spring of 1835, and it assumed the financial responsibility in connection with financing the building and supplying preaching, together with incidental expenses. Those living upon the Center road withdrew from the mother church and united with the new one, known as the First Congregational Church of Wayne. This church was not finally finished until 1840, and in 1872 it was destroyed by fire. Another church was completed and dedicated in 1875. The Wayne and Williamsfield church was moved to West Williamsfield, about 1845, and located near the Wayne Township line, in a section quite thickly populated. Of the Wayne residents who continued their affiliation to this branch of the church, it was said by those of the other branch: "They live with bodies in Wayne, but souls in Williamsfield."

In addition to the public schools that were opened early in the life of the township communities, there was the Wayne Academy, an institution established by a stock company, which erected a building in 1846, and carried on a creditable educational establishment for a number of years. Many of the young men and women of Wayne and adjacent territory acquired their "higher" education in this seat of learning.

Hari Miner was appointed Wayne's first postmaster, the office being established in 1823. In 1820 Loomis & Brown erected and put into operation the first grist mill, the same being located on the Pymatuning Creek, in the eastern part of the township. This creek traversed the entire length of the township from north to south, along the eastern portion, within a mile or so of the township line, and was the chief attraction for settlers. The southeastern portion of the township was quite thickly populated, another populous section being in the center of the township, being known as Lindenville. Gradually the intercourse between residents of these respective settlements caused the intervening section to be settled and in the course of years the population of the township was principally at and between those points. Hayes & Stevens opened the first store in Wayne in 1825.

The western portion of the township was not favored with any water-courses worthy of mention. A small tributary of the Pymatuning coursed through the central section. There was, however, splendid pasturage and for many years Wayne occupied a place of prominence in the cheese-making industry of the county. It is noted that C. C. Wick had about four tons of cheese on exhibition at the Ohio State Fair in the year 1852. This

had to be transported many miles by team, both going and coming, and it meant that the man who had the ambition to go to that much trouble to advertise Ashtabula County to the state, was the right kind of a citizen.

That the territory embraced in the township of Wayne was in a very early day a stronghold for the prehistoric race of which there is evidence of existence throughout the county is shown by the presence of a few remaining signs, even today, of what was once a commodious enclosure, doubtless a fortress for protection against enemies of those unknown men. In the southeastern part of the township, where "Brown's Mill" was built in 1821, there was at that time a circular embankment that enclosed two full acres, the mounded barricade being about four feet high, and within this was an inner circle, affording double protection to those ancients who had constructed the works. The circle skirted the Pymatung Creek on the banks of which the mill was built and to make room for which, and the mill-race, a portion of the fortress was leveled off. Indians who resided thereabouts claimed they had no history, nor tradition, that explain the mystery of the enclosure. The site of the old fort was even then overgrown with great forest trees that had grown since it was constructed.

CHAPTER XXXIX.

WILLIAMSFIELD TOWNSHIP.

FIRST OFFICERS—JOSEPH WILLIAMS—SCHOOL IN 1809—SAWMILL BUILT IN 1814—
RAILROAD FACILITIES—GIDDINGS' HOTEL—CAPT. STANHOPE.

Until the year 1826 the township now Williamsfield, in the very southeastern corner of Ashtabula County, was a part of Wayne and included in the section of Trumbull County that was detached and added to Ashtabula County by a special act of the legislature in 1811. Incident to the assuming of its independent status officers of the new township were named as follows: Gilbert Palmer, Samuel Tuttle and Samuel Morse, trustees; Jonathan Tuttle, clerk; Charles Brooks, treasurer; Levi Smith and Levi Leonard, overseers of the poor; Reuben Phelps and William Jones, fence viewers; Aranda P. Giddings and William Leffingwell, constables, and Anson Morse, Bartlet Leonard, Valentine Tourgee, Ebenezer Woodworth, Johnathan Tuttle and William North, supervisors of highways. Johnathan Tuttle was justice of the peace prior to the formation of this separate township, when Samuel Morse was named as justice.

Joseph Williams, the man for whom the town was named, in 1799 purchased from the Connecticut Land Company a parcel constituting about three-fifths of the eastern half of the township. Samuel Parkman, John Allen and Joseph Brown, together with Williams, were the first owners of the land in the township, after the Connecticut Land Company. The township was surveyed into sections one mile square, excepting those along the eastern border which were a mile and one-eighth from east to west. These lots were sub-divided into twelfths. In the summer of 1804 Charles Case and his son Zopher emigrated from Connecticut and selected a site for their future home in the southeastern portion. Among other early settlers were John L. Cook, David Randall, Samuel Tuttle, Anson Jones, Aaron Rice, Thomas Ford, Ezra Woodworth, Cotton Fess, Silas Babcock and

Daniel Hutchinson. In 1809 Joshua Giddings moved from Wayne to Williamsfield, and in 1822 moved to Jefferson. Justus Peck, originally from Colebrook, Conn., moved from New Berlin, N. Y., to Williamsfield. Levi Smith, who moved from the East in 1816, was the first man to settle east of the "Old Salt Road". He was of the old Methodist stock and always ardent in the cause of religion. He donated the land on which the first Methodist Church was built, and subscribed liberally to the cost of the building.

The Williamsfield community first had the advantage of a school in 1809, a building being erected that spring for the purpose. Mrs. Babcock was the first teacher. The Rev. Johnathan Leslie preached the first sermon in the village in the year 1807, the meeting being held at the home of Thomas Ford. Rev. Leslie and the Rev. Joseph Badger were then making a missionary tour through the eastern part of the county. Religious meetings were held occasionally from that time until 1816, when a church was erected. The history of this church is related in the department of this work devoted to Wayne, and need not be repeated here. The Methodist Church at the center was organized in 1825, and the society erected a house of worship in 1834. Thomas Carr and Joseph Davis, circuit riders, alternated in serving the organization, but the first sermon delivered in the new house was by Justice Woodworth. The Congregationalist Society built a church in 1848 at West Williamsfield, and the Disciples built in 1875 south of the Center.

In 1814 Swan & Herrick erected the first saw-mill, in the southeastern lot of the township. This was run by water power. The first steam mill was put up in 1850 by Smith Brothers & Leffingwell. H. H. Vernon opened the first store in the township in 1822 at West Williamsfield. The first store at the Center was established in 1848 by A. B. Leonard.

The town of Williamsfield is particularly blessed with railroad facilities in that it had two railroad stations, on different lines and convenient to the needs of the people on both sides of the town. West Williamsfield is the station on the Youngstown branch of the New York Central road and Simonds, near the eastern boundary, is on the Franklin branch. Both of these points are centers of considerable population and another settlement is in the center of the township. A post office was opened at West Williamsfield in 1812, with Elias Morse as postmaster. In 1850 another postoffice was opened at Williamsfield Center, with A. B. Leonard in charge.

A post office was installed at Simonds when the Franklin branch railroad was opened, in 1872, H. W. Simonds being postmaster.

Williamsfield was one of the principal dairy and farming townships of the county and was noted as the home of much fancy stock in horseflesh and cattle.

Mr. and Mrs. Charles Case were parents of the first white child born in the township, 1806 being the year of its arrival. J. W. Giddings opened a hotel in West Williamsfield in 1820, and in 1830 H. H. Vernon installed a hostelry in the same settlement. The first visitation of the "Grim Reaper" to the township was made to the home of Mr. and Mrs. Anson Jones in 1809, taking away a child of the household. John Inman was the first adult to pass on, he dying in 1813. He was buried on the bank of the Pymatuning.

West Williamsfield was always the most populous section of the township and among its industries were a wagon manufactory owned by W. S. Mullen and a furniture factory owned by C. Russell.

Williamsfield Township occupies an eminence of a considerable altitude and is well watered by numerous streams in all sections, none, however, of great magnitude.

One of the attractive places of Williamsfield for many years was Capt. Stanhope's place "Burnside", a great stock and dairy farm. Here were to be seen rare specimens of stock, including Cuban cows, Hairless and woolless sheep, real imported Hamburg geese and other varieties of animals and fowl foreign to local breeds. Capt. Stanhope spent much time and money and did a great amount of traveling to acquire the different species, and he always took great interest in exhibiting his collection to his friends.

CHAPTER XL.

WINDSOR TOWNSHIP.

ORGANIZED IN 1811—EARLY SETTLERS—FIRST MARRIAGE—FIRST DEATH—RELIGIOUS INTEREST—REV. JOHN BADGER—PIONEER CONDITIONS—LODGE—CHEESE-MAKING—OTHER INDUSTRIES.

Windsor Township holds down the southwesterly corner of Ashtabula County, as Conneaut does the northeastern corner. From the latter place to Windsor Corners, which is situated in the eastern part of the township, the distance is 42.5 miles. From Geneva, in the northwestern corner, to Williamsfield Center, the southeast corner, is 34 miles. Thus is indicated the irregularity of the north, or shore line of the county, as all other boundaries are straight. The territory covered by Windsor and Orwell townships was originally embraced in Middlefield Township, which was one of the group of four townships constituting the "Northern election district" so assigned in 1801, when the Western Reserve was divided into two election districts. Windsor was detached from Middlefield in 1811 and organized into a separate township, its territory including Orwell. The organization meeting was held at the home of Solomon Griswold and resulted in the election of Samuel Higley, Michael Thompson and Timothy Alderman, trustees; Samuel and Johnathan Higley, appraisers; Oliver Loomis, Garry Sackett and Thompson Higley, supervisors; Garry Sackett and Andrew Loomis, overseers of the poor; S. D. Sackett and John Glad- ding, fence viewers; Ebenezer K. Lampson, clerk, and Elijah Hill, Jr., treasurer. Johnathan Higley was justice of the peace at the time of the organization.

Although the most remote section of the county, Windsor was settled earlier than many of the other townships. This was due to the fact that the persons to whom this territory was allotted in the Connecticut Land Company's drawing in 1798 at once took a personal interest in the settle-

ment and development of their portion. These men were Simeon Griswold and William Eldridge, and Griswold very soon acquired the Eldridge interest and proceeded to business. Griswold's brother-in-law, George Phelps, came from Connecticut in 1799, going direct to the Windsor locality. He located his home on the bank of a creek in the southeastern part of the township and the stream has since been known as Phelps Creek. The cabin he erected for himself and family consisting of wife and two children was the first house built in the township. Solomon Griswold, a brother of Simeon, was the second settler, he arriving in 1800. He chose for his place of abode a lot in the northeastern portion of the township, and built a house thereon for his family. The Griswolds had six children, the oldest of whom was 17 years of age. Incidentally it might be mentioned that Mr. Griswold was associate judge of the first county court organized in Ashtabula County.

The next comers into the township were the family of Charles Jewell, who arrived in 1802. The year 1804 brought Johnathan Higley, Joseph Alderman and his sons, Joseph, Jr., and Alexander. S. D. Sackett, Hezekiah Skinner, Oliver Loomis, Elijah Hill and Elijah Hill, Jr., and John White were the arrivals during the year 1805. In 1806 came John Gladding, Benjamin Cook and Benjamin Cook, Jr. Caleb Holcomb came in 1807, Russell Loomis and Giles Loomis in 1811, and the following year there was an influx of several families, including John and Cornelius Norris, Elijah and Gaal Grover, Samuel and Erastus Rawdon, Stephen and West Winslow, Johnathan Clapp, David Morgan, Moses and Francis Barnard and Gideon Morgan. Windsor, it may be seen, started out early and very auspiciously.

Johnathan Higley and Miss Keziah Griswold furnished the first matrimonial sensation, their marriage being solemnized in 1806. The first death of a white person in the township was of an alien, Eli Porter, a resident of Austinburg, who had been in ill health and started for Mesopotamia to consult a doctor. When he had journeyed as far as the home of Solomon Griswold, in the winter of 1801, he could go no farther, and was taken care of there till he died. He was buried on the Griswold farm, his wife and other mourners from Austinburg coming by boat on Grand River to attend the funeral.

In 1805 Jonathan Higley erected the first frame house in the township. The first brick building was erected in 1822 by Nathaniel Cook. Miss

Keziah Griswold taught the first school in the township, in 1804, in S. D. Sackett's blacksmith shop. The following year the inhabitants of the town got together and built a school house of logs a short distance south of the center.

The home of Solomon Griswold was the place of the first death and in this home, in 1802, was held the first meeting in the interest of that which prepares for death. The Griswolds were ardent Episcopalians, but were not narrow-minded, and their home and influence were always at command in the interest of religion. The first sermon delivered in the township was by the Rev. Joseph Badger, whose activities had much to do with the starting of Ashtabula County people in the right direction morally. There were but three families in the township at this time. The following entry in Rev. Badger's diary relative to conditions in Windsor at this time, is interesting:

"In the month of June I visited Mesopotamia and Windsor. Found seven families in the former and three in the latter. . . . In Windsor the late Judge Griswold had commenced breaking the forest. Their garden back of the small cabin covered with bark was cultivated by the two daughters, and was well stored with culinary roots, plants and vines, but to get bread was a herculean task. No flour could be had short of 50 or 60 miles, excepting in the spring, when keel-boats, with great exertion, were worked up the Mahoning to Warren with a few barrels of flour. But packing on horseback was the only mode of conveyance from Warren, the rider having frequently to sleep in the woods."

This difficulty of obtaining the material for making the "staff of life" was the big problem of the settlers during the first few years of Windsor history. To meet this need numerous devices were tried, but the one that seemed to be most effective was the result of the ingenuity of Charles Jewell. The "mill" that he designed consisted of two buhr-stones about two feet in diameter, arranged like similar stones in regular flouring mills. One was stationary on the floor while the other, placed above it, did the work. Near the edge of the upper stone a gudgeon was inserted into a small hole made for the purpose and connected with a pole that extended through the floor above. The man turning out the grist worked the stone with one hand and fed in the grain with the other. It was a slow process but accomplished the desired end. This mill was placed on exhibition in the court house at Jefferson after regular mills erected nearby put it out

of use, but met untimely destruction, for the day after it was placed in the Ashtabula County Historical and Philosophical Society's cabinet, on Aug. 16, 1850, the building was destroyed by fire and the mill with it.

The marked road traversed by George Phelps when he came into the township in 1799 from the south, and the one marked and traveled by Solomon Griswold when he entered from the north, became routes of travel for strangers coming in or passing through the township, and other roads were added as the population increased and spread over the township. In 1803 a regular mail route was established through the township, running north and south, and the town was honored with a post office, Judge Griswold being appointed postmaster and holding the position continuously for 28 years. The route was from Warren, in Trumbull County, via Mesopotamia, Windsor, Morgan (Rock Creek), Austinburg, Harpersfield, and thence westward, via Painesville, to Cleveland. The mail was carried by a man on foot until such time as roads suitable for horses to travel were made, then the carrier rode a horse. The carrier brought the mail once a week at first. In later years a post office was established at Windsor Mills.

A Methodist Episcopal Church Society was early organized in Windsor in 1812 and erected a church in 1827. That building gave way to a more pretentious structure in 1854, which was reconstructed in 1877. The first church building erected in Windsor was that of the Episcopalian faith, in 1816. This was given the sobriquet of "Solomon's Temple", which was intended as a compliment to Solomon Griswold, who was a generous contributor toward the cost of the house of worship. In 1844 a church of the Wesleyan Methodists was formed at Windsor Mills, and another, nine or ten years later, in another section of the township. The Universalists organized in 1868 and in 1876 purchased the lower part of the Grangers' building for their church meetings.

A lodge of the I. O. O. F. was instituted in 1857 and the organization put up their own building in 1876 at the "Corners". Windsor Grange was instituted in 1874. In this same year a division of the Sons of Temperance was organized in Windsor, with a good membership.

Cheese factories, a cheese-box factory and a pearlash factory constituted the principal commercial interests of the town for many years. Two cheese factories were turning out three tons of cheese a day in the early '50s. It was an interesting sight to see 125 to 150 tons of cheese in stock.

By this time the facilities for shipping were very good, plank road from Bloomfield to Painesville running through Windsor.

A short drive south of Windsor Corners brings one to Windsor Mills, in the same township and, at this writing, showing little evidence of the bustle and activities of its earlier years. Along about the middle of the last century Achland Skinner chose a site on the banks of the Grand River in a picturesque spot for the location of mills for turning out flour. Here, it is said, the farmers for many miles around came to dispose of their grain because Mr. Skinner offered them the best market. He also had a store and later the small hamlet was endowed with a post office, of which Mr. Skinner was the postmaster for many years, being assisted in the office and store by his wife and their children as they grew up. A Mr. Hughes, who kept another store, was also postmaster for some time after the office was established, following the installation of the railroads that run within a few miles either side of the hamlet. There was a cheese-box factory that did a thriving business in its day, but what developed into the greatest industry of the town was the stone quarry, which was opened following the uncovering of high-grade building stone along the creek on the farm of D. J. Alderman. This stone was found to be solid for a depth of sixty feet and was pronounced of a better quality than the celebrated Berea stone. This quarry furnished the stone for all the culverts, bridges and other highway improvements requiring stone throughout the county for many years. Robert Stewart, a contractor residing in Kingsville, who did the greater part of the road work in the county, found this quarry so productive and its output of such high quality that he superintended the work of getting out stone for a number of years before his death. There were numerous interests represented in this industry. The Windsor Stone Company, composed of Pittsburgh and Youngstown men, built a narrow-gauge railroad from the source of stone production to Burton, on the Painesville & Youngstown Railroad. A. A. Warner opened a new quarry in 1876 and several other parties worked the vein at different times. The P. & Y. road was of narrow gauge and in later years, when it was changed to standard, the spur did not share in the change and the quarrying business has not since been carried on to any great extent.

In the course of "stripping", or removing the surface dirt, to get at the stone along the stream, there was unearthed evidences of a mill dam

in shape of timbers that had been part of its construction many years before.

About a half-mile down the creek from this point early settlers found an old Indian fortification, occupying a vantage spot on a point overlooking the river on one side, a deep ravine on the other, and the front looking out across the level country, this face having been protected by a double fortification of stone. Thus it may be seen that this little spot, constituting about an acre of ground, was practically inaccessible to an enemy.

The banks of the river rise from 75 to 100 feet above the water for a long distance here, and are of solid sandstone formation.

The beautiful dells around where Windsor Mills was located, the splendid fishing in the rivers and hunting in the forests were a great attraction for the displaced Redmen, and for a long time they came back in large numbers every fall and pitched their camps and stayed in the vicinity for weeks. See miscellaneous story devoted to the Indians for more extended mention.

CHAPTER XLI.

MISCELLANEOUS.

CHEESE INDUSTRY—GREAT INDUSTRY IN GLASS HOUSES—HORSES AND HORSEMEN—ASHTABULA COUNTY TELEGRAPH COMPANY—RECLAMATION OF MARSH—NATURAL GAS—ANTI-SLAVERY ACTIVITIES—FAIRS—ASHTABULA COUNTY SOCIETY—INDUSTRIAL SURVEY—STATISTICS.

Cheese Industry.—From a perusal of the sketches of the different towns of Ashtabula County, it is easy to conclude that one of the principal industries of the early years, and up to a few years ago, was cheese making. This was a great dairy county in the middle and latter years of the last century. Nearly every settlement had its cheese factory, and the product was turned out by the ton and this county was famed afar for the quantity and quality of its cheese. As in the present day the leading hotels of New York, Chicago, Pittsburgh, Boston, Buffalo and many other cities serve Ashtabula grown cucumbers, lettuce, mushrooms, tomatoes and other delicacies at any season of the year, so in the earlier years one might be almost as certain of having Ashtabula County cheese served with his pie at such places. The making of cheese became a science, and makers of this county were considered authority on methods and curing. The layman can not appreciate the different varieties that could be turned out. At one time West Andover boasted ownership of the largest cheese factory in the world with the largest annual production, and it was quite fitting, therefore, that this place should turn out the largest cheese ever made—of which the following account is given by Charles S. Denslow, of Saybrook, retired New York Central engineer, who had a hand in the making:

“A derisive epithet of modern slang language is ‘You Big Cheese’, which really is senseless in its application, but time was when that very phrase meant something. To me it recalls the Philadelphia Centennial demonstration in celebration of the one-hundredth anniversary of the independence of this great country of ours. That was in 1876, and was, up to

that time, the greatest exhibition ever held. One of the sights at which millions of visitors marveled at this great exhibit was the 'Big Cheese from Ashtabula County, Ohio', and (also in modern parlance) it was 'Some Cheese'. After so many years it is not easy to remember all the details of the making, and I am not certain as to what factory turned it out. Some say it was made at West Williamsfield; others at West Andover. J. J. Lobdell of Ashtabula says he recalls distinctly that he was a lad playing around the factory at West Andover and that it was manufactured there, as he can remember the interest he felt in the work. I presume he is right, but is really immaterial what individual factory it was, just that it was made in Ashtabula County, the commonwealth that has always been noted for doing big things. I have never heard the claim that it was the largest piece of food of the kind ever made disputed. The exact weight was 2,300 pounds. No one factory could have produced such a product alone, and five factories participated in the work. These were at West Andover, Cherry Valley, Wayne, Pierpont and Mineral Springs (Greene). Dorset was to have been included in the honor, but when their curd was prepared it was found to be not of the necessary consistency. The contract with these factories was to furnish 'firm-cheese' curd, each to contribute one day's output. The late J. J. Phillips of Orwell was the instigator of the project, and everybody saw at once the advantage as an advertisement for this county. It was figured that the cheese could be sold for an amount sufficient to cover the expense of making the exhibit. P. J. Norton, of Ashtabula, and I were at that time employed in the Mineral Springs factory and helped to make the curd furnished by that institution. A mammoth mold had to be specially made for the big cheese and several extra men employed, and when the mammoth was finished it was too large to go through the door of a box-car and it was loaded into a flat-car and a tent-house erected over it. Three men, whose names I am unable to learn at this time, accompanied the exhibit to Philadelphia, living in the tent en route, and after its arrival one man was on watch at all times, as long as it lasted. Toward the close of the Centennial Exposition the cheese was cut and sold from the car to the visitors in quantities to suit. In a very short time it was all disposed of and the men returned home with the cash."

A little idea of the process of making cheese is given by J. J. Lobdell, of Ashtabula, who served an apprenticeship in the West Andover factory

when a boy. "The largest number of cheeses turned out from the West Andover factory", said Mr. Lobdell, "was 104, and I want to say the force worked lively. The average weight was from 47 to 49 pounds, so that day's output amounted to about $2\frac{1}{2}$ tons. The usual number was about 90 daily. As fast as they were taken out of the moulds they were hustled to the dry-house, which had shelves that would hold a week's accumulation, when necessary. The next operation got us up and at work at 4 o'clock in the morning to begin the work of 'rubbing', each cheese having to be rubbed on both sides daily till properly dried for market."

W. Frank McClure, of Chicago, who was for several years an Ashtabula "feature" writer, in one of his stories on the cheese industry in Ashtabula County, written in the early years of the present century, gave the following information:

"The average modern cheese factory daily takes care of the milk from a thousand cows. Such a factory is furnished its entire supply by perhaps 100 farmers. The output of a dairy of 1,000 cows is about 25,000 pounds of milk each day. There was a time when the farmers made the curd at home and took it to the factory for the final process, but all the work is now done at the factories. The force of men required to gather the milk and bring it to the factory was larger than that at the factory. The milk, as it reaches the factory, is weighed and the producer credited therewith, then it is poured into the vats. The milk received at night stands in the vats till morning, when it has become slightly sour. The morning's milk is poured into the vat with the other and this combination has been found to be conducive to the best cheese. Within the vat is a compartment into which, during the operation of cheese making, hot water from the boiler, at a temperature of 86 degrees, is poured and allowed to stand for 45 minutes, scalding the milk. For the purpose of inducing coagulation three ounces of rennet are put into the milk for each thousand pounds. Rennet is a liquid obtained from a calf's stomach. A mechanical agitator is used to stir the milk and assist in the coagulation process. A curd knife, also mechanical, cuts the curd and liberates the whey. When the curd is sufficiently sour, the whey is drawn off. To determine when the curd is right, bits of it are applied to a hot iron. If it adheres quickly it is sour. Taken from the vats, the curd is placed in presses. The presses are telescopic and round devices, having an inner diameter equal to that of a finished cheese. The sides or hoops of the

presses are raised to their full height and filled with curd, cheese-capping being placed within the presses before filling. Screws are then applied and the operation of pressing begins. When the cheese has been compressed to the regulation size, it is taken out and carried to the dry-house for the final curing.

"The by-product of cheese is an important part of the business, everything being utilized. The whey is converted into sugar of milk, with another by-produce called casein, which latter is fed to a drove of hogs that are kept at all factories, because it costs nothing to feed them. An ordinary factory will fatten 50 hogs for market without extra expense. The liquid sugar of milk is drawn off into tubs and in the course of time becomes crystalized, when it is carted to a refinery to be worked over, after which it is ground into powder and is ready for the market. The ordinary factory will produce from 200 to 500 pounds of these crystals daily."

Austinburg also gained fame as a cheese-producing town. During the year ending June 1, 1850, 489,000 pounds were made in that town. In that output was included one cheese that weighed 1,720 pounds, which was made from one day's milk of 600 cows. It was displayed at the annual exhibition of the American Institute, in New York City, where it took first prize and was bought by the proprietor of a hotel in Philadelphia, where it was served to the patrons. Another great cheese was made in this county and exhibited at the Columbian Exposition in Chicago in 1893. Ashtabula County cheese was always on exhibition at the Ohio State Fair, and invariably brought home prizes. During the mid-century years a great amount of cheese was exported from this county to Europe.

It is noted, in perusing a county paper published in 1850, that the first premium for cheese awarded at the Ohio State Fair that year was on a 130-pounder which was at the time three years old, exhibited by A. Krum, of Cherry Valley. In the year 1868 Ashtabula County's output of cheese was 2,007,782 pounds.

The rapidly increasing demand for milk for home consumption gradually sounded the death knell of the cheese-making industry in this section. The rapid growth of surrounding cities created a great problem as to how to furnish the needed supply of milk and the only answer was to go out into the country. Organizations were formed in cities which sent men out into all rural sections for more than a hundred miles to contract with farmers for their dairy product, offering them much better pay than they

could get from the cheese factories. There could be but one result. Special trains were run on the railroads into the great centers of population, twice a day, to bring in the milk from a great radius. From cheese making the tide turned to the raw milk and cream, and large creameries displaced the factories. The reverting of the milk to the large cities resulted in a steady raise in the price and the consumer, of course, "paid the fiddler". So great has become the traffic in milk that special tank cars have been constructed for conveying it, and are so built that the lacteal fluid will stay sweet and marketable for several days after it has left the cow. The tanks are constructed on the same plan as a thermos bottle and are used for nothing but the transportation of milk. Dorset, in this county, claims to have today the largest milk receiving station in the world. The Reich Co., of Pittsburgh, owns the plant, and the entire output is shipped to Chicago by fast freight. Milk produced in Ashtabula in the afternoon is served to patrons on milk routes in Chicago next day. Dorset is located in a splendid dairy territory and the modern good roads and automobiles are great factors in expeditious handling of the milk.

In this connection it is timely to mention that the dairy industry in Ashtabula County has been revolutionized through the activities of the Farm Bureau, an organization given more extensive mention elsewhere. The following figures give the status of the dairying industry in Ashtabula County at the present time, according to statistics of the Farm Bureau: Pounds of butter-fat sold, 78,504; pounds of milk sold, 70,239,106; pounds of butter-fat in milk, on $3\frac{1}{2}$ per cent basis, 2,107,173; gain on butter-fat in milk at 5 cents a pound, \$122,918.40; gain on butter-fat sold as butter-fat, \$3,925.20, making a total gain on milk and butter-fat of \$126,843.60.

Great Industry in Glass Houses.—(By Charles H. Gallup, President Ashtabula Lettuce Growers' Association.) Ashtabula County is one of the foremost counties in the United States in the production of vegetables under glass. It is estimated that there are approximately 50 acres covered by these steam-heated houses, in addition to which there are numerous extensive mushroom pits.

The modern industry dates back nearly forty years to a time when Frank Luce greatly enlarged his plant in Ashtabula. Employed by Mr. Luce was C. W. Hopkins, who had previously been in partnership with E. A. Adams, operating the "Griswold Gardens" in that city. In 1892 Mr.

Hopkins and E. A. Dunbar, then a fruit grower, built a modern plant in Saybrook, just west of Ashtabula, which many consider the start of the real boom in the business.

About the year 1897 R. W. Griswold, Jr., entered into a partnership with his aunt, Fanny Boalt, and started a business that has resulted in two plants, the present enormous business establishments of Mr. Griswold and the very large corporation known as the Griswold Greenhouse Company. These plants are grouped at the west end of Ashtabula and extend over the line into Saybrook. The Griswold Greenhouse Company came into existence in 1906 when J. H. Rice took over Mr. Griswold's interests in the partnership and the latter embarked in the business as an individual. In his work Mr. Griswold has been so phenomenally successful that he is considered by many the most successful grower of vegetables under glass in the United States. He developed a system of steam-cooking the soil, and a type of greenhouse, both of which are extensively used throughout the country.

In 1906 the Griswold Greenhouse Company came into existence when J. H. Rice took over Mr. Griswold's interest in the partnership, and assumed management of the business. Several years later Mr. Rice established the J. H. Rice Company, which is now a floral concern known as the Sunnyside Nurseries, also located in Saybrook Township.

In my opinion the "big man" of the industry in Ashtabula County is E. A. Dunbar, who learned the business from his partner and in 1906 organized the Ashtabula Lettuce Growers Association, which is still in a flourishing condition and considered the oldest and most successful organization in the country for the co-operative packing and sale of high-grade vegetables. Mr. Dunbar has been secretary and sales manager of the company ever since it was organized. The association now has a large and modern packing house on the Electric Package line just west of Ashtabula, where tomatoes, cucumbers and mushrooms are carefully graded and packed under the most sanitary conditions and the quality is uniform and guaranteed, so that Ashtabula products bring the highest market prices in all the large cities from Chicago to Boston, which can readily be supplied by these products in car lots.

While the main product used to be lettuce, all the successful growers have almost entirely abandoned lettuce and are growing fall tomatoes

instead. Lettuce, which used to be the standby, is now subordinate to cucumbers, tomatoes and mushrooms. Rhubarb and asparagus are also grown in some plants.

Besides his work in the association Mr. Dunbar is one of the leading figures in the Vegetable Growers' Association of America, which he was instrumental in forming, in Cleveland, in 1908, and which held a monster convention in Ashtabula the next year and has met yearly ever since. Mr. Dunbar was the first president and has been reelected to that office several times since.

About the time that Luce, Dunbar & Hopkins and R. W. Griswold were building modern plants, E. A. Adams & Sons started their plant on Benefit street, which has grown to be one of the large and successful establishments of the city.

In 1906 Charles H. Gallup resigned a fine position with the Cincinnati Post and came to his former home in Ashtabula to join his brother, E. P. Gallup, in what is today the large and successful business of the Gallup Brothers that has plants on Woodman avenue, Ashtabula, and Sanborn road, Saybrook.

I consider John Reublin, who has a fine plant on McNutt avenue, Saybrook, the most remarkably developed greenhouse man in the entire community. He has a record of "pricking out" 22,000 little lettuce plants, two inches apart each way, in a day. He can set more lettuce, pack more cucumbers and do more of any class of greenhouse work in a day than any man I ever heard of. While some of us use a gang of five men to steam-cook our soil, he has devised a method whereby he can do the whole operation by his own labor. Mr. Reublin was a leading plant-man for Dunbar & Hopkins before he went into business for himself.

Walter Tickner, about fifteen years ago, established the plant now owned by Mr. Reublin. He now owns a much larger one on the North Bend road in Saybrook. His brother, Archie, for many years foreman for Gallup Brothers, formed a partnership with P. C. Remick and they now have a large modern plant near Samuel street, Ashtabula. Harry Tickner conducts a plant in Saybrook and his brother one on Nathan street, Ashtabula.

Some 40 years ago Charles Bliss conducted a combined floral and vegetable greenhouse on what is now Grove avenue, in Ashtabula.

Frank Luce, who is known as the "daddy" of the greenhouse business

in Ashtabula, has six sons, three of whom are in the business. Sherman is in partnership with his father; Robert has a plant on Woodman avenue and has gained fame as a mushroom grower; Clarence had a plant on West street, which formerly raised vegetables (now devoted to flowers).

Something like 20 years ago F. C. Bail had a large vegetable greenhouse plant on Bunker Hill, in Ashtabula. It passed to other hands and is now devoted to the culture of flowers, and Mr. Bail has another plant at his home.

John Regner left Gallup Brothers and built a plant on the South Ridge in Saybrook which is now owned by Westcott & Blake, formerly with the Dunbar-Hopkins Company.

While the Messrs. Dunbar and Hopkins are still active in the business, many of the details are taken care of by their sons, Robert Dunbar and Alden Hopkins, both joint stockholders with their father.

The Ashtabula Lettuce and Vegetable Company has a large plant south of Ashtabula, which is managed by Mr. Frank Davenney.

Fred Chapman & Sons have a large greenhouse plant in Geneva, and truck most of their output to the Cleveland market. There is a plant near the fair grounds in Jefferson, which changes management frequently. Hall Brothers have a small but successful establishment at Saybrook Center. Harry Phelps is conducting a large plant on Prospect street in Ashtabula. Charles E. Belden & Son own one on Nathan street. Henry Swedenborg recently erected a greenhouse on Carpenter road, Saybrook, and Ray Brothers one in East Ashtabula.

No other city in the country disputes the supremacy of Ashtabula in this line, excepting, possibly, Toledo, in which city there is one glass roof covering ten acres.

Horses and Horsemen.—(By John L. Hervey.) The pioneers who settled the Western Reserve were, many of them, accustomed to good horses and, in particular, imbued with the New England love for fast trotters, and as the county developed and settled up and smooth, level roads were constructed it became widely noted for its splendid driving horses, and, in due time, its trotting race horses. Harness racing became the chief form of entertainment almost from the beginning of the county fairs at Jefferson, about three-quarters of a century ago, and still remains so. The first race track built on the fair grounds was but a third of a mile

in size, and a few years ago traces of it were still discernable. The present half-mile track dates back about 60 years, but has been reconstructed and improved several times. Many horses of national fame have appeared over it. The large and substantial grandstand was erected about 1890 and was later enlarged and improved. In the early days of the fairs there were no accommodations for seating the spectators; then there were temporary bleachers erected each season and the demand for something better ultimately led to construction of something better.

The foundation stock of the fine and fast horses of Ashtabula County were the animals of Morgan and Messenger families, brought in from New England and New York, and of the St. Lawrence (Canadian) strain, while a good deal of thoroughbred (running) blood was also introduced. The first large stock farm for the breeding of trotters in the county was "Maplewood", near Jefferson, established by the late Maj. H. P. Wade, in 1874. Shortly afterward the late R. W. Davis established the Pymatuning Valley Stock Farm at West Williamsfield. Major Wade went to Orange County, New York, and purchased there the stallion New York 524, by Hambletonian 10, and other animals for breeding purposes; while Mr. Davis went to Kentucky and bought the stallion Atlantic, by Almont 33. The rivalry in the middle '80s between Major Wade's stallion Reveille 2:21 $\frac{3}{4}$, by New York, and Mr. Davis' horse Atlantic was the most stirring chapter in the horse history of the county. Both were grand horses and the county was about equally divided between their admirers. Both also proved very successful sires, but Atlantic, which trotted to a record of 2:21, was sold while still a young horse by Mr. Davis and soon afterward was exported to Italy, where he made a great reputation.

Beside Reveille and New York Major also bred and owned the stallion Gold Leaf 2:16 $\frac{1}{2}$, a splendid race horse and successful sire, as well as many other fast trotters that raced on the Grand Circuit and elsewhere.

After selling Atlantic Mr. Davis bought Sprague Pilot 2:24, St. Look-out 2:26, and other good horses, with which he had much success.

Third in prominence among the horsemen of the county was the late George W. Smith, of Jefferson, the most gifted trainer of colts ever resident in this county and the breeder and owner of Oakleaf 2:28, Oakbourne 2:27 $\frac{1}{2}$, Clover Leaf 2:21 $\frac{1}{4}$, and many other good ones.

The Eagleville Stock Farm of J. R. Stone at Eagleville was for a number of years an important establishment. Mr. Stone bred Franklin 2:10 $\frac{1}{4}$,

by Gold Leaf, dam Stella A., by New York, a superb race horse that, with Maud C. 2:10 $\frac{1}{4}$, by Binderton, dam Nita, by Atlantic, bred by L. M. Cornwell, of Jefferson, were the two fastest trotters ever bred in the county.

Another breeding farm that for a long while attracted the attention of horsemen was the Harrington Stock Farm at Rock Creek, where Binderton and the pacing stallion Conway 2:18 $\frac{3}{4}$ were owned. At Rock Creek and also at Orwell there were half-mile tracks where many races were held in former years, but never on a pretentious scale.

There was also much interest in horseflesh in and about Andover, and the track built there was one of the first ever laid out in the county. Here racing was held as early as in the Civil War period of the '60s. At West Andover were bred the two most noted pacers ever produced in the county, the own brother and sister Hal B. 2:04 $\frac{1}{2}$ and Fanny Dillard 2:03 $\frac{3}{4}$, by Hal Dillard 2:04 $\frac{3}{4}$, whose breeder was the late Martin McNulty. Both these horses attained national reputation and Hal B., after retiring from the turf, became one of America's foremost sires of pacers. He is still living at West Williamsfield, and owned by C. A. Barber, aged about thirty years. The off-spring of Hal B. have won over \$250,000 in stakes and purses on American race tracks in all parts of the country.

A very noted trotting stallion once owned in Ashtabula County was Allie Wilkes 2:15, by Red Wilkes, bred in Kentucky and brought to this county by Byron E. Brown, of New Lyme. Many of the offspring of Allie Wilkes were bred and developed in the county and became successful race horses, or notable fancy show horses.

Among other horsemen and horses of the county worthy of mention were, or are E. S. Phelps, of Austinburg, breeder and owner of numerous good trotters, including Octavia 2:11 $\frac{1}{2}$, by Gold Leaf; F. H. Woodbury, of Jefferson, who bred the pacing mare Sufreet 2:06 $\frac{1}{4}$, and others with fast records; W. M. Kelsey, of Dodgeville, who bred the pacing stallion Baron A. 2:04 $\frac{1}{2}$, etc., etc.

The most widely successful trainer and driver of trotters and pacers native of the county is Volney F. French, who was born in West Andover and has been identified with many noted stock farms and racing stables and driven many horses to fast records. The late George Smith, above mentioned, was the most successful developer of fast colts that the county ever boasted. At present George Hunter, born in Jefferson, is considered one of Ohio's most promising young reinsmen.

At present racing occurs only at Jefferson at the annual county fairs, and in 1924 the record for that track was set at 2:09 $\frac{1}{4}$ by Hazel Kuestner. An excellent half-mile track was built at Ashtabula in 1890, beneath the brow of Bunker Hill, and there, for a number of years, high-class meetings were held, but the growth of the city caused it to be dismantled and the plot cut up into building lots over a decade ago.

In closing this brief sketch it may be noted that it was in Ashtabula in 1880 that there died a horse that was among the most influential in building up the reputation of the county as a producer of fine and fast drivers and race horses in "early days", namely, Blazing Star. He was foaled in 1853 and raised just over the county line, at Gustavus.

(By the Editor.) Among the lesser lights that were well known in the county in their day, may be briefly mentioned Major, owned by Marsena V. Miller, of New Lyme, in 1858; Comet, a Green Mountain Morgan owned by E. D. Hyde, of Harpersfield, and William Simons, Esq., of Dorset; Roanoke, owned by Lewis Austin of Austinburg; William Webber, of Rock Creek, owned Young Blackhawk; Samuel Bishop, of New Lyme, had Farmer's Delight, of English descent; Charles Stanhope, of Williamsfield, owned Dan, the Coney Island horse of the 2:40 class, by Perew's Hamiltonians; C. S. Case, of Kinsman, boasted Kinsman Boy, by Dave Hill, 2:20 class; he also owned the inbred Hamiltonian stallion Valliant, 2:40; Ashtabula, owned by M. H. Haskell, of Ashtabula, was another high stepper, and the last four horses named were out in the circuit races in the late '70s.

Little Jake, owned by Kelsey & Field, was in the 2:30 class, but had shown her heels in a 2:23 $\frac{1}{2}$ clip. Nelson Humphrey's Prince Albert was quite a figure as either pacer or trotter, and Albert Field's Loafer was not what his name implied when he got on the track. In '77 Dr. P. E. Hall, of Ashtabula, had a brown filly, Lady Grace, that was conceded to be one of the handsomest yearlings in this section; also a black gelding, Douglass, that was some stepper. In later years there were others, prominent among which was Dr. D. E. Kelley's stallion Russell B. 2:14 $\frac{1}{2}$, which made 2:08 $\frac{1}{8}$ mark in his day. Allie Wilkes, mentioned in Mr. Hervey's sketch, was bought by Stanhope Brothers in 1887 for \$2,000 and sold by them in 1890 to W. C. McCamy, Lexington, Ky., for \$20,000.

Ashtabula County Telegraph Company.—Turning back into the opening of the decade of the '80s, we find a home-grown and home-owned system of communication which developed into a rather expansive organiza-

tion that was eventually known as the Ashtabula County Telegraph Company. Its inception was in a short, improvised circuit constructed between the home of one of the Seymour families in Plymouth and A. C. Stevens' residence in Sheffield, a distance of several miles. Members of both families took up the study of telegraphy, bought the necessary instruments and equipment and many pleasant hours were spent in visiting over the wire by the dot-and-dash language. Then a similar line was built between the two Kingsvilles, which was eventually extended to Kelloggsville and Sheffield, connecting with the Plymouth line, that was extended to Ashtabula and thence south to Jefferson and Rock Creek. Numerous residences along the line were "connected up" and the project developed into a veritable mill for turning out telegraph operators. The fever spread to Conneaut, to which an extension was made, and the Ashtabula County Telegraph Company was incorporated and organized with S. J. Smith of Conneaut president; C. W. Hall, treasurer; J. R. Cushing, secretary, and W. A. Brewer, superintendent and general manager. There had been a previous unofficial organization of which A. C. Stevens, of Sheffield, was president.

The Western Union Telegraph Company at that time was the only commercial line in this section and it only hit the towns through which railroads ran. The Ashtabula County Telegraph Company therefore stood in a good position to work in conjunction with the regular company and an arrangement was made whereby it became a recognized auxiliary. A schedule of rates was made and the Western Union tariff book published these rates in connection with their own and made the additional charges. Telegrams for the interior points touched by the local company were relayed at Ashtabula and the A. C. T. Companys receipts amounted to enough to cover the upkeep of the line until the telephone came into general use, when the local telegraph company went the way that the interurban trolley lines are now going, under pursuit of the auto busses.

Reclamation of Marsh.—The reclamation and conversion of the "Big Swamp" was one of the great achievements of Ashtabula County history. This section of over 600 acres of waste land existed as such far back into the years before the advent of the white man and for many years after his coming it was a thorn in the flesh of progress, as it lay in the direct course of travel between Ashtabula and the county seat, which was the most convenient route for all who resided in the northernmost townships of the county. It was many years before the road, which lay directly

across this waste, could be made stable and at certain times of the year it was impassible.

The account of how this acreage of no-good land was reclaimed and converted into one of the largest and best farms in the county is obtained from Russell C. Humphrey, whose father, the late William Humphrey, was the man who conceived the idea that such a change could be brought about. Mr. Humphrey said, when approached on the subject:

"My father was one of the early-day business men of Ashtabula and he had a great amount of business that necessitated frequent trips to Jefferson. The "Big Marsh" was always an eyesore to him and while passing through it one day when the conditions were particularly bad he resolved that he would use his influence toward an effort to do away with the nuisance. He broached the subject to others and to the county commissioners, but nobody thought it possible to drain it, much less to make anything of it. Father was not to be beaten, though, so he decided he would try and purchase the old hole, which belonged to the late E. C. Hubbard, who had moved to Ashtabula from Conneaut a few years before. Mr. Hubbard did not consider his marsh land very valuable as he finally traded it to father, 640 acres, for a horse that cost father \$25 and some bottom land along the Ashtabula River. That was in 1864. The next move was to devise the best means by which to accomplish the draining of the swamp. A survey of its boundaries disclosed that the only means of drainage was through a little stream called Coffee Creek, so named from the color of its water from the swamp, which resembled coffee. This creek flowed into Grand River.

"The swamp is in Plymouth Township, six miles back from Lake Erie, and its altitude is 325 feet above the lake level. These facts had been ascertained in advance, and my father had satisfied himself that the drainage problem would not be a big one before he started out to acquire the property. The survey of the situation showed that it would be necessary to dig a ditch four miles long, as the small creek outlet never carried off very much water, only such as would be above a certain level, consequently there was constantly hundreds of acres of sluggish water. These facts were laid before the county commissioners again, and they agreed to dig half of the ditch which, toward the outlet, had to go down 12 feet. When it came to actual work it was discovered that what had been at one time the natural outlet of the swamp water had been most effectively dammed

by beavers. The workmen cut through great masses of limbs of trees that had lain in the water perhaps for centuries that were still solid.

"Before being drained there was always a heavy moss floating over the surface of the swamp and there was a general idea that there was no solid bottom. Here and there were the knowls indicating homes of the beavers and the place had acquired from them the name of "Beaver Meadows". There were lots of huckleberries and snakes, among the latter being frequent rattlers.

"The work of draining proved very successful, and when the water had been drawn off and the mass of moss that had settled to the bottom had been cleared or burned away, it was discovered that the bottom contained the trunks of thousands of large trees that had once constituted a towering forest so long before that no person living could remember seeing them standing. The beavers had felled the trees and stripped the branches for use in damming the water till its surface constituted a good-sized inland lake that made them a permanent home, till the progressive white man came along and broke it up. The work of clearing the land was almost equal to that of clearing the original forest. The efforts for reclamation were begun more than a half-century ago and the job was not fully accomplished until within the past 20 years. The reward, however, was great, for the land is exceptionally fertile and produces wonderful crops."

Most of this reclaimed land is still owned by the Humphreys. R. C. Humphrey and three sons have separate homes on and near the once considered worthless space.

Natural Gas.—Along in the years just before and after the beginning of the present century there was great activity in the line of prospecting for gas. It started with an oil boom that hit this section of the country and every community for miles around began drilling for oil. Many thousands of dollars were expended in finding "dry" holes, but, in the end, the effort brought its reward in developing of a gas vein that seemed to underlie pretty much all of the northern section of the county.

There seemed to be gas everywhere and many individuals put down their own wells and had ample to supply all their individual needs for a score of years. What was known as the "Jefferson" field appeared to be the most productive locality, together with adjoining townships. Companies were organized with view to developing and commercializing the

product which Mother Earth seemed to be so willing to furnish, and while many lost, some speculators were on the winning side. Simultaneously, great wells came in in Clarion County, Pa., and in 1901, or early in 1902, The Northeastern Oil & Gas Company was formed with a view to furnishing gas for this territory, and a supply line was laid from the Clarion field to Ashtabula, and branched east and west, and consumers had all the gas needed at an initial cost of 25 cents per thousand. Gas from numerous county wells was added to the supply from time to time as needed, but gradually the supply diminished and eventually became exhausted, as was also the patience of the consumers.

The Ashtabula Gas Company then made an arrangement with a concern in Fairport for furnishing manufactured gas for Ashtabula city. This entailed an enormous preliminary expense, as it was necessary to lay a pipe-line from Fairport to Ashtabula, but this was accomplished and the change in fuel took place in the summer of 1924. The service of the Fairport Gas was also extended to other county towns that had come to the end of things with Natures supply.

Anti-Slavery Activities.—The Anti-Slavery Society of Ashtabula County was organized in Ashtabula on May 27, 1834. At the organization meeting the following officers were elected: Amos Fisk, president; O. K. Hawley, vice-president; Henry Cowles, corresponding secretary; A. E. Austin, recording secretary; L. Bissell, treasurer; Elijah Coleman, William Hubbard, Jacob Bailey, Eliphalet Austin, Jr., and G. W. St. John, managers. The preamble of the organization declared all men created free and equal, and its avowed object was the utter extinction of slavery by immediate emancipation of the slaves. It was not, however, intended that the slaves would be turned loose to roam as vagabonds and aliens, nor that they should be invested with political rights and privileges, but that they shall be employed as laborers and fairly compensated and protected.

The first annual meeting of the society was held in Austinburg on July 4, 1834, and during the subsequent years the membership became very large, and this county was well minded to support the policies advocated by and the cause of John Brown, when he decided to make it his place of assemblage of his followers, in preparation for the launching of the attack on Harper's Ferry, which resulted so disastrously for him and his followers.

"On Jan. 10, 1839, Senator B. F. Wade presented a petition from citizens of Ashtabula County for a repeal of all laws making distinction between persons on account of color; also two other petitions from the same county on the subject of slavery in the District of Columbia." (Ashtabula Sentinel.)

Probably no other commonwealth in the whole North took an individual part so conspicuous as that of Ashtabula County, and it was to this county, the home of their champions Benjamin F. Wade and Joshua R. Giddings, and the last resort of the greatest abolitionists of them all, John Brown, that the fugitive slaves who were so successful as to get across the Ohio River, resorted as their asylum and refuge, where they knew they would be well cared for and helped on their way out of the country.

The attitude of the residents of this county who were in sympathy with the great cause of freedom brought about the institution of the great "Underground Railroad", by which the runaway negroes were smuggled through this section to the shore of Lake Erie, where they were put aboard of vessels that conveyed them across to Canada, where they could be free and safe from capture and return to their former owners.

The "Underground Railroad" was a secret method of conveyance which was made necessary because of the fact that there were many persons in this section who were not in sympathy with the anti-slavery spirit, and who, believing that slaves were lawful chattels, would lend their assistance to the apprehension of the runaways whenever they could do so.

This veiled transportation route extended from Wheeling, W. Va., to Ashtabula Harbor and all along the way, at convenient intervals, were established "depots" or "stations" of the "railroad", the same being homes of sympathetic people who were enlisted on the side of the "Antis" and had expressed their willingness to aid in the cause of the black man. Under cover of darkness, to avoid the eyes of those who were unfriendly to the cause, the fugitives would be smuggled from one "station" to the next on the route toward the lake. Certain men were designated to act as "conductors" and there was a code of signs and signals known only to those of the "inner circle", whereby the presence of a "passenger" was made known, and thus his transportation was accomplished, usually with success.

These "stations" are landmarks today that are pointed out to sight-seers and strangers. At the northern terminal of the line, Ashtabula,

there were several "stations" in the homes of some of the most prominent people. This was necessary because of the fact that it was sometimes necessary for them to remain here several days before passage could be secured for them to the other side of the lake. In some of these houses are still existing evidences of the secret apartments set off for the occupancy of the runaways during their enforced sojourn. Some were in the attic, others in the cellar—anywhere where they would not be readily detected in case a search was made by Government authorities. The friends of the cause were pledged to aid the slaves who came their way, in every possible manner and especially to see that they were clothed and fed. It seemed to be good policy to carry on the work of the society secretly, because of the individual unpleasantness that would result from open action. Many men and families were instrumental in the work who were not even suspected of their connection by their neighbors who were on the other side. Open activities would very soon have disclosed the methods pursued and would have thus made it impossible to accomplish the desired good.

The joy of the slaves, upon finding themselves in Canada, where they knew they were safe from any chance to be captured and taken back to bondage, was implied by the following lines of a song that was well known and well sung in those days:

"I stand as a free man, upon the northern banks of Lake Erie's fresh-water sea,

And it fills my very soul to behold the billows roll, and to think of the slaves I am free.

Oh Master, I pray thee, don't come after me, for I can not be your slave any more.

I am free from tyrant laws—free from neath the lion's claws, and he'll growl if you come near the shore."

That the rescued were duly grateful for all that was done for them was made evident in many ways. Illustrative of this fact might be considered the following incident related by the late Rev. Charles Shipman, of Girard, Pa., who was known as the "marrying parson", and who traveled all over this section when called upon for matrimonial services. (Incidentally it is mentioned that he officiated at the wedding of the parents of the author of this work, and also at that of the author, many years subsequently):

"I was on my way to marry a couple south of Ashtabula," said Rev. Shipman, "and was waiting at the Lake Shore depot in Ashtabula, between trains. Becoming hungry, I stepped into the restaurant, adjacent to the waiting-room, for a lunch. The proprietor of the restaurant appeared to take my order, but upon seeing his customer he came forward with both hands extended, crying 'My God, is it you?' I was surprised at first by the strange greeting, but he quickly reminded me of the time, years before, when I had 'conducted' him over a goodly portion of the 'Underground Railroad', in his escape from bondage."

That colored man was John Leek, whom many residents of today remember as a good citizen. The Lake Shore Railway Company constructed the restaurant building that stood just east of the old depot for many years, and Mr. Leek leased it for the accommodation of the traveling public. In those days there was a stop of "ten minutes for refreshments" at intervals along the railroads. Mr. Leek's oldest son, Charles, was proprietor of Leek's Orchestra, which was in great demand for many years. He was also in charge of the telegraph office at the Lake Shore depot, and had the distinction of being the first colored man in the country who mastered the art of telegraphy.

In the early years there was another organization here known as the Colonization Society, which was in sympathy with the Anti-Slavery Society, but not in whole accord with all of its methods. Consequently their activities were carried on separately, like two church denominations, both having the same object, but different ways of attaining it.

Illustrative of the intense earnestness of the advocates of freedom for all mankind was the action at a meeting held in Hartsgrove in 1850, an account of which is found in the file copy of the Ashtabula Sentinel of Dec. 21 that year. Resolutions adopted at that meeting are given, and among them were the following:

"Resolved: That we hold the Fugitive Slave law in utter contempt, as being no law, and pledge ourselves to despise the conduct of the makers of it, for their utter destitution of principle, as well as for their reckless violation of the Constitution of the United States, which they were sworn to support.

"Resolved: That sooner than submit to such odious laws, we will see the Union dissolved; sooner than see slavery perpetual, we would see war; and sooner than be slaves, we will fight.

“Resolved, That Herod made a law in regard to male children; King Darius made a law in regard to Daniel; Duke George made a law in reference to Luther; John Bull made a law in reference to the American colonies; and, meanest of all, Congress made a law in reference to fugitive slaves; a law to strip us of our humanity, to divest us of all claim to Christianity and self-respect, and herd us with blood hounds and men stealers, upon penalty of reducing our children to starvation and nakedness. Cursed be the Law!

“Resolved: That we will not aid in catching the fugitive, but will feed and protect him with all the means within our power, and that we pledge our sympathy and property for the relief of any person in our midst who may suffer any penalties for an honorable opposition or a failure to comply with the requirements of this law.”

In another part of the same issue of the Sentinel we read: “The underground railroad through this section of the state is doing a fair business nowadays. Two fine looking ‘chattels’ fresh from ‘Old Virginia’, passed up the fourth range of this township last week, en route for Canada. We learn that they met with no difficulty in finding food, shelter and necessary assistance in their course. The voice of our people is ‘Constitution or no Constitution, law or no law, no fugitive slave can be taken from the soil of Ashtabula County back to slavery’. If any one doubts that this is the real sentiment, they can test it.”

Fairs.—Time was when all large towns of the county had their own fair associations of one sort or another and fair grounds of their own for annual exhibitions. In Jefferson, the Ashtabula County Agricultural Society held its first fair in 1846 or '47, and is today the only surviving organization of that nature in the county.

The Ashtabula Township Fair Association was organized in the late '50s and held annual meetings for a dozen or so years. The fair grounds were in the southern section of the village that is now entirely built up with residences. The Ashtabula Farmers' and Mechanics' Association was organized in 1857 and was a live organization for a number of years, having annual exhibits.

The Andover Union Agricultural Society, organized in or about 1865, thrived for some years.

The Orwell Agricultural Society furnished an annual attraction for that and surrounding towns for a number of years from 1857. That organization also featured a horse fair every year.

The Conneaut Agricultural Society, formed in 1853, held successful exhibitions annually for about a quarter of a century. One of the old buildings still stands on the former site of the fair grounds in the western section of the city.

Ashtabula County Society of Cleveland.—One of the social organizations that are prominent in the city of Cleveland is the "Ashtabula County Society of Cleveland", which today has a membership of some 4,000, and which, for its loyalty and constant devotion to the old home county, is truly entitled to a place in the annals of such environs.

The writer is indebted to Clarence E. Richardson, a past president and enthusiastic member of that organization, for the following sketch:

"The founders of this society and the incentive for these so-called 'home-comings' were Brothers E. J. Pinney, E. E. Northway, Thomas Covert, Minor G. Norton, J. C. Talcott, George H. Eddy, D. L. Maltby and A. A. White. They, with their families, constituted a party of former Ashtabula County residents then making their homes in Cleveland who held a picnic in Wade Park one day in the summer of 1892.

"The reunion of these old friends, who had kept track of each other since the old days 'at home', was a most delightful occasion and it was suggested that the happy day should be repeated and that they invite other former Ashtabula County residents to join them on the next picnic. The outcome of this enthusiastic little gathering was the organization, the following year, of the 'Ashtabula County Society'.

"From the very inception of the idea of organization, interest was spontaneous with all to whom it was mentioned, and it was very soon agreed that it was not enough to have a picnic once a year. So it was decided that they would try an old fashioned 'warm sugar party' (maple of course) and a committee was appointed to make arrangements for same. This initial event was a success beyond expectation and from that time till the present, the yearly program of the organization has included a summer picnic and a winter 'sugar-lick'.

"The facilities at Euclid Beach Park won for that resort the place of holding the picnic parties. For several years the winter socials were held in the auditorium of the Spencerian College, and later in the Woodward

Masonic Temple. Last winter the big event was held in the Winton Hotel Auditorium.

"From the time of its organization, the society maintained a steady growth in membership and at each successive semi-annual gathering there was an increased attendance. These occasions were looked forward to with great interest by outsiders, as well as members, as it has been a custom for years to many Ashtabula County people to go to Cleveland to attend them. Here old friends meet who do not see each other from one picnic, or social, to another. The gatherings assume all the features and pleasures of a real family reunion and each meeting is in the hands of a live committee, who enliven the occasion with interesting programs. There is always a 'speaker of the day' and usually he is one of the members. It is not necessary to go outside of their own circle for orators, as the membership contains the names of numerous men and women who are gifted in that direction."

Industrial Survey.—Steel works and rolling mills led in industrial activity in Ashtabula County during 1923, it was shown in reports filed by 216 industries there with the labor statistical bureau of the industrial relations department. The manufacture of agricultural implements ranked second, the making of automobiles and parts third, leather tanning and finishing fourth and ship and boat building fifth. Foundry and machine work was last in the group of six leading industries.

An aggregate payroll of \$3,127,393 was reported to the bureau, Chief Otto W. Brach stated in the compiled report to Herman R. Witter, industrial relations director. This sum was paid in the six industries alone and represented approximately half the wage distribution in all the 216 plants and establishments. The entire wage earnings in 1923 in Ashtabula County was \$6,704,095, of which \$521,251 went to managers and superintendents; \$563,892 to bookkeepers, stenographers and office clerks.

There were 6,068 male and 582 female wage earners on all the industries reported and of the former the largest number received between \$20 and \$25 a week, of which there were 1,254. Those whose pay was less than \$15 in the male class numbered 174 and those who drew amounts in excess of \$50 a week numbered 484. Salaries from \$25 to \$30 weekly were paid to 1,197 employes, and 1,030 received \$30 to \$35 weekly.

Among the women employes of the 216 industries 164 received less than \$12 a week and eight more than \$30 weekly, the largest wage recorded in the female scale. There were 218 who received from \$12 to \$15 weekly, 121 to \$20, 57 between \$20 and \$25 and 13 between \$25 and \$30.

The peak of employment was reached in July when 6,488 persons were reported as employed and February was the lowest with 5,105 persons employed.

Construction trades found employment for 1,055 persons and in wages paid them there was \$630,204 spent. An important industry in Ashtabula County is that of transportation by water, including stevedoring, and six firms reported \$1,405,796 paid in wages to 1,100 persons.

Personal Valuation.—The automobile has not driven "Old Dobbin" out of Ashtabula County. It has, however, greatly reduced his kind, and according to the number returned for taxation, there are 8,858 such animals in the county, outside of the cities and villages. The value of them is placed at \$511,991.

Other personal property owned in the townships of the county is as follows for 1924:

There are 30,482 head of cattle, valued at \$1,245,175.

Sheep number 4,072, and are valued at \$36,133.

The value of hogs is \$36,406. There are 3,912 of them.

Poultry figures are: Number of fowls, 198,049; value, \$156,886.

There are 169 mules, valued at \$11,930.

Motor and other vehicles are valued at \$938,185.

Household goods, \$746,965.

Farm tools and machinery, \$536,930.

Farm products, \$44,090.

Pianos and musical instruments, \$160,795.

Money in possession subject to draft, \$942,078.

Other personal property, \$69,635.

The complete list returned equals a valuation of \$1,133,455. After the deduction allowed which amounts to \$568,700, the balance for taxation is \$6,654,740.



WILLIAM E. WENNER

PART II

Biographical History

William E. Wenner, educator, lecturer and legislator, is one of the widely known men of Ashtabula County and Northern Ohio. He was born in Pennsylvania, Aug. 27, 1872, the eldest of 12 children, 11 of whom are living. His father was of Pennsylvania Dutch descent, and his mother was of Scotch Irish parentage.

Mr. Wenner received his elementary training in the public schools of Pennsylvania, and afterward attended the Westminster Preparatory School, Clarion State Normal and Westminster College, receiving from the last named institution, his Bachelor of Arts Degree. He was dependent upon his own efforts for the means of defraying his expenses while a student in these institutions.

For four years Mr. Wenner taught in rural and high schools. For eight years he was superintendent of schools at Fredericksburg, Ohio. Following this, he was, for two years, head of the English Department of the Slippery Rock State Normal School at Slippery Rock, Pa. He resigned this position to become assistant principal of Wooster University Preparatory School at Wooster, Ohio, being associated in this relationship with Prof. J. H. Dickason, head of the Wooster University Summer School for Teachers. This widely popular school was in session upwards of 20 summers, during 14 of which Mr. Wenner was a member of the faculty teaching Latin and Literature. For 15 years, Mr. Wenner has been superintendent of the Harbor Special School District at Ashtabula, and during that time, these schools have maintained a high standard too well known to the people of this community to need repetition here.

Mr. Wenner is now serving his third term in the Ohio State Legislature, being a member of the Senate in the 85th Session. Mr. Wenner has advanced in a political way, not as a result of efforts on his own behalf during campaigns, but because the voters realize his unusual ability, his

fairness and fearlessness, his integrity and dependability. His only boss is his own conscience—his sense of right and justice toward all whom he represents. He is particularly well equipped to fill a position in which direct first-hand knowledge of the requirements and interests of men in different relations to society is essential. He knows what it means to work up by his own efforts. He spent the first 18 years of his life on a Pennsylvania farm with comparatively limited opportunities, but he struggled and studied until he acquired a good education through the exercise of an eager and retentive mind. Today he is known as a student of many of the big questions of local, state and national interests. His analytical mind, quickened by keen perception has given him an unusually clear conception of some of the most intricate problems.

While in the Legislature, Mr. Wenner has been particularly interested in legislation affecting public education, Americanization and labor. In the 83rd Session, he was chairman of the Committee on Building Loan and other savings institutions, was a member of the Committee on Universities and Colleges, States and Economic Betterment, Cities, Common Schools, Federal Relations and Labor. In the 84th Session he was a member of the Committees on Cities, Labor, Taxation and Common Schools. During his first term he introduced among other measures, a bill for the revision of the school code which is now part of the statutes of Ohio. While serving his next term he presented a bill providing for compulsory physical education, and a bill for the Extension of the Benefits of the Workmen's Compensation Act, commonly known as the Occupational Disease Bill. Mr. Wenner is especially interested in revision of the methods of legislation; changes in the methods of levying taxes; education, with special emphasis on physical training, and practical Americanization; and questions affecting labor.

For ten summers, Mr. Wenner has been on the Redpath Chautauqua Circuit, lecturing on civic, social and educational themes. During this time he has delivered over 1500 addresses in over a thousand cities in about thirty-five states.

On Jan. 8, 1902, Mr. Wenner was married to Miss Margie L. Rugh of Salem, Pa. They have two sons, Thomas and Leland.

Mr. Wenner is a member of the Masonic Lodge, holding membership in Garfield Lodge, A. F. & A. M. No. 528, Shreve, Ohio; the Council at Conneaut, Ohio; the Chapter and Commandery at Ashtabula, and the Consistory at Cleveland. He is a member of the District, State and Na-

tional Educational Associations. He is President of the Ashtabula Chamber of Commerce and of the Community Fund Committee, and is a member of the Congregational Church and of the National Council of the Young Men's Christian Association.

Barrett B. Seymour, president of the National Bank of Ashtabula, is a member of one of Ashtabula County's prominent pioneer families, and ranks among the successful and influential business men of the county. He was born at East Plymouth, Ohio, Feb. 5, 1856, and is the son of Leverett and Nancy (Gillett) Seymour.

The Seymour family originally came from Litchfield, Conn., where Bennett Seymour, grandfather of the subject of this sketch, was born. In 1809 he came west to Ashtabula County and located on a farm in East Plymouth Township, where he lived until the time of his death in 1866. He became a prosperous citizen and was a large vessel owner. His son, Leverett, was born in 1830. In 1856 he moved to Clayton County, Iowa, and became a prominent farmer of his time. He died there in 1866. Nancy (Gillett) Seymour was also a native of East Plymouth, born in 1834. They were the parents of two children: Barrett B., the subject of this sketch; and Mary E., born in 1864, married George C. Hubbard, of Ashtabula, Ohio. She died in 1917.

Barrett B. Seymour was educated in the public schools of Ashtabula County and after having finished his schooling in 1874 he was employed as a clerk in the Ashtabula post office for five years. He then was connected with a lumber company at Manistee, Mich., for a short time. In 1882 Mr. Seymour became associated with the National Bank of Ashtabula as clerk and remained there until 1890, at which time he went to Washington, returning to Ashtabula in 1896. At that time he was appointed cashier of the National Bank of Ashtabula, which office he held until 1908. Mr. Seymour was then appointed first superintendent of the banks of Ohio and organized the banking department of Ohio. In 1911 he became president of the National Bank of Ashtabula, which office he has since held.

The National Bank of Ashtabula was organized in 1872 as the Ashtabula National Bank and in 1892 became known as the Ashtabula Banking Company. In 1896 it was reorganized as the National Bank of Ashta-

bula. It now has a capital stock of \$200,000 and a surplus of \$190,000, and is among the thriving banking institutions of northern Ohio.

In 1890 Mr. Seymour was united in marriage with Miss Mary H. Greer, who died in July, 1906. She was the daughter of William F. and Conelia (Huntington) Greer, natives of Painesville, and now deceased. Mr. Greer died in 1876 and his wife died in 1912. To Mr. and Mrs. Seymour one daughter was born, Eleanor P., now the wife of Holland H. Hubbard, and they live in Toledo, Ohio, where he is engaged in the real estate business. Mr. and Mrs. Hubbard have a son, Thomas H. Hubbard.

Mr. Seymour is president and treasurer of the Ashtabula Water Company, treasurer and director of the Ashtabula Telephone Company, vice president and director of the Ashtabula Hide & Leather Company, trustee of the Ashtabula Public Library and trustee of Lake Erie College at Painesville, Ohio. Mr. Seymour has taken a keen interest in the welfare of the Smith Home for Aged Women, which was founded by James L. Smith, who died in 1919. It was opened in 1922 and at the present time has 27 women living in the home. Mr. James L. Smith left his entire estate to equip and maintain a home for aged women. Mr. Seymour was appointed one of the executors and trustees to build and equip this home. Mr. Seymour is a Republican and a member of the Episcopal Church. He is public spirited and progressive and takes a deep interest in the welfare of Ashtabula, to the advancement of which he has materially contributed.

Milo A. Taylor, the well known city auditor of Ashtabula, is a native of Ohio. He was born in Clinton County, near Wilmington, and is the son of Seth and Martha (Gallaher) Taylor. Seth Taylor was a native of Ohio, as was also his wife. He followed general farming and met with success, and in later life engaged in carpenter work. Mr. Taylor died in 1908 and his wife died in 1888. They were the parents of eight children, of whom five are now living.

Milo A. Taylor removed to Logan County with his parents when a young boy, and received his education in the district schools of that county. In 1889 he located at LaRue, in Marion County, Ohio, where he was connected with the LaRue Bank as assistant cashier for 13 years. He then removed to Ashtabula, and became associated with the Ideal Hoop Company as assistant manager until 1916, at which time he was made manager of the Ashtabula Hoop Company. On March 1, 1919, Mr.

Taylor resigned his position to accept the appointment of city auditor of Ashtabula. He has proven to be a trustworthy and capable official of the city and is favorably known throughout the county.

Mr. Taylor was married to Miss Louise Konkle, a native of Union County, Ohio, and the daughter of Abraham and Julia (Bigelow) Konkle, the former a native of Pennsylvania and the latter of Ohio. Mr. and Mrs. Konkle are deceased. To Mr. and Mrs. Taylor one son was born, Walter Jay, who married Miss Francis M. Reed, a native of Ashtabula, and they have one child, Margaret Louise. Mr. Taylor is a member of the editorial staff of the Cleveland News.

In politics Mr. Taylor is a Republican. He is a member of the Presbyterian Church and belongs to the Masonic Lodge. He is a member of the Exchange Club of Ashtabula of which he is secretary.

Norman E. Sheldon, a prominent merchant of Ashtabula, engaged in the wholesale fruit business on Fisk Street, is a native of New York. He was born at Oswego, Sept. 9, 1877, and is the son of C. A. and Frances (McCully) Sheldon.

C. A. Sheldon was born in New Haven, Conn., in 1837, and his wife was a native of Fulton, N. Y., born in 1847. When a young man Mr. Sheldon removed to Oswego, N. Y., where he engaged in the fruit business until 1890, at which time he came to Ashtabula. Mr. Sheldon died in 1916 and his wife died in 1919. They had three children: Norman E., the subject of this sketch; Merwin, died in 1897; and Robert, born in 1888, married to Miss Grace Weisel, and he is employed by his brother, Norman E. Sheldon.

Norman E. Sheldon spent his boyhood at Oswego, N. Y., and received his education in the public schools there. In 1890 he came to Ashtabula with his parents and engaged in the fruit business with his father on Spring Street. Two years later they moved the business to Center Street, where they remained for 15 years. Mr. Sheldon has occupied his present building for 14 years. He carries a fine line of fruits and ranks among the successful business men of the city.

In 1904 Mr. Sheldon was united in marriage with Miss Maude O'Neil, a native of Ashtabula, and the daughter of J. A. and Anna (Schafer) O'Neil. Mr. and Mrs. Sheldon have no children. Mr. Sheldon is a director of the Commercial Savings & Trust Company of Ashtabula. He is a Re-

publican, a member of the Episcopal Church, and belongs to the Masonic and Elk lodges.

H. H. Louis, president of the H. H. Louis Company, dealers in heavy hardware and mill supplies, is among the successful and enterprising business men of Ashtabula County. He is a native of Russia, born at Yeznow, Nov. 25, 1868, and the son of Abraham and Della Louis.

Abraham Louis, deceased, was a leading merchant of Yeznow, Russia, where he spent his entire life. He died in 1904 and his wife died in 1891. They were the parents of 13 children, as follows: Herman H., the subject of this sketch; Bessie, married Frank Good, lives in Cleveland; Israel, lives in Boston, Mass.; Mary, deceased; Charles, lives in Cleveland; Victor, deceased; Diana, married Herman Bohn, lives in Cleveland; Ethel, married Harry Macknin, lives in Cleveland; Arthur, married Bessie Brownstein, lives at Fort Worth, Texas; Samuel, Ft. Worth, Texas; and three children died in infancy.

H. H. Louis left his native land when he was 13 years of age and came to the United States alone. He went direct to Pittsburgh, Pa., where he lived a year with an uncle, J. Goodinsky. He worked at various positions and after coming to Cleveland was employed in the junk yard of J. Goldman. Mr. Louis engaged in that business in Cleveland for two years, after which he removed to Marietta, Ohio, where he became a business partner of Dubinsky Brothers. From there he went to Parkersburg, W. Va., where he spent eight years, after which he returned to Cleveland for a short time before locating at Wilmington, Ohio. There he became associated with the Wilmington Fruit & Produce Company, and after a year removed to Ashtabula, where he engaged in the junk business. Mr. Louis organized the Ashtabula Junk Company in 1914, which was incorporated in 1921 as the H. H. Louis Company. This company deals in heavy hardware, mill supplies and waste materials, and has been located in its present location on Fisk Street since 1912. Mr. Louis began business with a small 60 foot lot and his place of business now covers 214 feet front. About 20 people are employed and the company operates five automobile trucks. It is among the leading business enterprises of Ashtabula. The officers of the H. H. Louis Company are: H. H. Louis, president; Arthur Louis, secretary and treasurer; and Della Louis, assistant secretary and secretary to H. H. Louis.

In 1894 Mr. Louis was married to Miss Celia H. Orkin, a native of Russia and the daughter of Isaac H. and Dora Orkin, natives of Regie, Russia, who came to the United States in 1891 and located in Cleveland. Mr. Orkin died in 1902 and his wife died in 1899. They were the parents of the following children: Louis, married Minnie Kohn, lives at Geneva, Ohio; Fannie, married A. Shapero, lives in Cleveland; Shirley, married M. Duboy; Helen, married J. A. Brower; Adolph, married Rose Gimp, deceased; D. L., married Rose Lamden, deceased; Mary, married Max Shapiro; Dora, married A. Cohen; Mrs. Louis; and Benjamin, married Mary Lamden. To H. H. and Celia (Orkin) Louis three children have been born, as follows: Arthur, born April 4, 1898, a member of his father's firm, lives in Ashtabula; Della, born Aug. 25, 1903, lives at home; and Harold, born Feb. 1, 1905, at home.

Mr. Louis is a member of the Elks Lodge and belongs to the Knights of Pythias. He and his family are widely known and highly respected citizens of Ashtabula County.

Gust Anderson, well known building contractor of Ashtabula, and substantial citizen of Ashtabula County, was born in Sweden, May 20, 1871, the son of Andrew J. and Alice (Person) Anderson.

Andrew J. Anderson and his wife, now deceased, were natives of Sweden, where they spent their entire lives. He was a carpenter by trade and died in 1909. His wife died in 1904. Mr. and Mrs. Anderson had eight children, as follows: Peter; Hanna; Mary; John; Christian, married L. Larson; Gust, the subject of this sketch; August, deceased; and Augusta, lives on the home place in Sweden.

Gust Anderson was reared and educated in Sweden and came to the United States in 1891 and located at Ashtabula. He later was employed on the farm of H. R. Holman and L. Fargo, and three years later entered the employ of a building contractor, Mr. Drumeller, of Ashtabula. After Mr. Drumeller's death in 1914 Mr. Anderson purchased the business, which he has since conducted with success. The place of business is located at 7-9 Spring Street. Mr. Anderson is a reliable business man and is widely known.

In 1898 Mr. Anderson was united in marriage with Miss Selma Josephine Anderson, also a native of Sweden, born in 1871 and the daughter of August and Anna (Anderson) Anderson. Mr. Anderson died in

Sweden and his wife and children came to this country in 1893 and located in Ashtabula. There were 14 children in the Anderson family. To Gust and Selma Josephine (Anderson) Anderson the following children have been born: Annie, supervisor of penmanship in a school at Warren, Pa.; Fritz, engaged in the contracting business with his father, married in 1923 to Miss Florence Davison; Algot, Alvar, Alice, Signi, Lawrence and Laura, all at home.

Mr. Anderson and his family are members of the Lutheran Church and are highly esteemed citizens of their community.

Captain Edward Orson Whitney, superintendent of the Ashtabula & Buffalo Docks, is a citizen who holds the high regard of the entire community. He was born at Henderson, N. Y., Dec. 27, 1872, and is the son of Myron J. and Florence J. (White) Whitney.

Myron J. Whitney, a native of Henderson, N. Y., was born Jan. 27, 1843, the son of Truman Orson and Martha (Wood) Whitney. Truman Orson Whitney was a farmer and spent his entire life at Henderson, N. Y. On March 12, 1840, he was married to Miss Martha Wood. From 1863 until 1867 he held the office of revenue assessor and from 1863 until 1872 was supervisor of the town. Mr. Whitney was accidentally shot in the foot and his foot was amputated by Dr. Grafton of Watertown, N. Y. He died March 3, 1876. Mr. Whitney was a prosperous farmer and owned a farm of 450 acres near Henderson, N. Y. His son, Myron J., also farmed during his life and died at Henderson, N. Y., in 1905. His wife, who was born Dec. 28, 1853, still lives in that city. She is the daughter of Edward White, a native of Henderson, N. Y., who was a pioneer sea captain. To Myron J. and Florence J. (White) Whitney three children were born, as follows: Edward Orson, the subject of this sketch; Lee, born, in 1876, married Matilda McHugh, lives at Henderson, N. Y.; and Ethel D., the widow of Capt. Ralph Gleason, who died in July, 1911.

Capt. Edward Orson Whitney was reared at Henderson, N. Y., and received his education in the public schools there and at Watertown, N. Y. He began his career as a deckhand on the steamer "Missoula" when he was 17 years of age. He was promoted to porter and watchman during the second season and served on the steamer "Spokane" as wheelsman in 1891. In 1892 he served on the steamers "Northern King" and "Pioneer", and in 1894 was second mate on the latter steamer. The following year he was mate and in 1896 was mate on the steamer "Hiawatha" and the



CAPT. E. O. WHITNEY

following year mate on the steamer "Horan A. Tuttle". In 1898 he was mate on the steamer "Joseph L. Colby" and the following year on the same vessel. In 1900 Captain Whitney was mate on the steamer "Thomas Wilson" and the following year on the "Queen City", and later master on the barge "Martha" and the barge "Madsira". In 1902 he was master on the steamer "Bartlett" and the following years on the steamers "Henry Cort", "William H. Gilbert", "John Erickson" and the "F. B. Morse". In 1909 Captain Whitney was promoted to his present position as superintendent of the Ashtabula & Buffalo Docks and removed to Ashtabula from Henderson, N. Y. He lives at 95 Walnut Street. Captain Whitney succeeded Capt. E. S. Henry, deceased. In 1912 the name of the company was changed from the Ashtabula Dock Company to the Ashtabula & Buffalo Dry Docks.

On Jan. 21, 1896, Captain Whitney was united in marriage with Miss Bertha M. Howard, a native of Henderson, N. Y., and the daughter of Clarence and Clara (Vorce) Howard. Mr. Howard was born in Henderson, N. Y., in April, 1853, and died May 1, 1912. His wife died at the age of 57 years. They were the parents of the following children: Mrs. Whitney; Alma, deceased; Iva, married Phillip Lane; Ina; and Earl, married Edith Peters. To Mr. and Mrs. Whitney four children have been born, as follows: Zelma H., born Sept. 14, 1897, married Ralph Duff, lives in Ashtabula; Howard, born Oct. 25, 1900; Zaida E., born Nov. 19, 1905; and Harry Payne, born April 28, 1915.

Politically, Mr. Whitney is a Republican and he and his family are members of the Episcopal Church. He belongs to the Masonic lodge and Shrine of Cleveland and the Elks, and is a director of the Chamber of Commerce, president of the Ashtabula County Health League, and chief of the American Protective League of Northeastern Ohio. In January, 1924, he was elected a member of the city council. Captain Whitney is one of Ashtabula's representative citizens and the Whitney family stands high in the community.

Tom B. Knox is an enterprising and well known druggist of Ashtabula Harbor and a member of one of Ohio's honored pioneer families. He was born at Minerva, Ohio, May 20, 1888, and is the son of William S. and Nellie M. (Perdue) Knox.

William S. Knox is a native of Marietta, Ohio, and the son of M. G. and Martha (Stratton) Knox, natives of Ohio. M. G. Knox was a ship-

builder of the early days and his father was one of the first shipbuilders on the Ohio River. M. G. Knox is now 93 years of age. His son, William S., was for many years a prominent printer at Canton, Ohio, and is now retired. His wife is the daughter of M. Perdue, a captain of the Civil War, now deceased. To William S. and Nellie M. (Perdue) Knox four children were born, as follows: William Clifton, born in 1886; Tom B., the subject of this sketch; Ray, born in 1893; and Louise, born in 1895.

Tom B. Knox was educated in the public schools of Canton, Ohio, and was a student of Ohio Northern University, where he studied pharmacy. He then entered the employ of Mr. Schnaffer, a druggist of Ashtabula, where he remained until 1906, at which time he joined the navy at Cleveland. After four years he returned to Ashtabula and worked with Mr. Schnaffer until 1920. He then became a partner of Mr. Helender, and the business is known as Helender & Knox. In 1923 they opened another store. Mr. Helender manages the one on Bridge Street and Mr. Knox the one on Lake Street. They carry a full line of drugs, stationery and toilet articles and have an extensive trade.

In 1913 Mr. Knox was united in marriage with Miss Florence E. Large, a native of Ashtabula, and the daughter of Ed and Monia Large, of Ashtabula. To this union one daughter has been born, Sallie Louise, born in 1914.

Mr. Knox is a Republican, a member of the Episcopal Church and belongs to the Masonic Blue Lodge and Chapter and Commandery. He and his wife have many friends and stand high in the community.

Arthur V. Hillyer, manager and director of the North Eastern Finance Company, is a leading and influential citizen of Ashtabula and Ashtabula County. He was born at Eaton, Wis., Sept. 9, 1869, and is the son of Riley and Angle C. (Case) Hillyer.

Riley Hillyer was born in Trumbull County, Ohio, June 9, 1845. He came to Ashtabula in 1870 and was a prominent citizen of his time. Mr. Hillyer served with the Trumbull Guards during the Civil War. He died Feb. 3, 1909. His wife, Angle C. Case, was born at Mecca, in Ashtabula County, June 7, 1847, the daughter of Asa and Nancy (Smith) Case. The latter was born in Connecticut, Dec. 16, 1821, the daughter of Dr. and Mrs. John Smith, of old New England stock. At the age of 11 years, Nancy (Smith) Case went to New York with her parents and located at

Genoa, three years later removing to Ohio. On April 8, 1846, she was married to Asa L. Case, and to this union three children were born, as follows: Angle C., the mother of the subject of this sketch; Myrtie E., died in 1882; and Edith, died Dec. 28, 1907.

To Riley and Angle C. (Case) Hillyer two children were born: Arthur V., the subject of this sketch; and Mabel C., born Jan. 12, 1885, unmarried and she is supervisor of drawing at Salem High School, Salem, Mass. Mrs. Hillyer lives in Salem, Mass.

Arthur V. Hillyer was educated in the public schools of Ashtabula and began life as a clerk in a local store. He later entered the employ of the New York Central Railroad and was an engineer with that road for 22 years. After being injured in an accident on March 23, 1907, Mr. Hillyer resigned his position with the railroad and became clerk to the county commissioner, which office he held for six years. He was elected county treasurer of Ashtabula County in 1914 and was in office four years. In 1919 Mr. Hillyer helped organize the North Eastern Finance Company, of which he is manager and director. The business is located on Spring Street and is among the dependable financial institutions of the county.

Mr. Hillyer was married to Miss Charlotte E. Bacchus, a native of New York. To this union four children have been born, as follows: Gertrude, born Oct. 12, 1890, married on Sept. 14, 1914, to Carl Crozier; William R., born July 4, 1893, married on March 10, 1916, to Mildred Fortune; Lowes, born May 21, 1901, married on June 22, 1921, to James Peck; and Freedus, born June 10, 1903, lives at home.

Mr. Hillyer and his family hold membership in the Prospect Street Presbyterian Church and he belongs to the Independent Order of Odd Fellows and the Brotherhood of Locomotive Engineers. Mr. Hillyer and his family are substantial citizens of their community and have many friends and acquaintances.

A. B. C. Palmer, superintendent of the division of electricity for the city of Ashtabula, is one of the well known and substantial citizens of the county. He was born at Fitchville, in Huron County, Ohio, July 14, 1872, and is the son of Edwin and Mary (Chase) Palmer.

A. B. C. Palmer was reared and educated at Fitchville, Ohio, and his first business position was with the Western Union Telegraph Company. He later was connected with telephone work and did construction work in

the long distance division. On Jan. 28, 1900, Mr. Palmer came to Ashtabula and entered the employ of the city. Since his connection with the electric light plant, many improvements have been made in the service, a new power plant being completed in 1921 at a cost of \$1,000,000. All power and light in the city of Ashtabula is furnished by the local plant and the city railway street cars are also operated by the city power. Electric power is also furnished to several towns near Ashtabula, including Jefferson and Rock Creek.

In 1900 Mr. Palmer was married at Norwalk, Ohio, to Miss Byrd Tucker, a native of Fitchville, Ohio, and the daughter of Edgar and Mary (Clark) Tucker, natives of New York.

Mr. Palmer takes an active interest in the Ashtabula Chamber of Commerce. He is a man of integrity and ability and is an excellent citizen.

Raymond H. Godley, who ranks among Ashtabula's most substantial and enterprising citizens, is a native of Pennsylvania. He was born at Easton, June 3, 1873, and is the son of Charles R. and Mary Josephine (Brotzman) Godley.

Charles R. Godley, who now lives retired, is a veteran of the Civil War. He was born in Northampton County, Pa., and has spent most of his life at Easton, Pa., where he was employed by the Lehigh Valley Railroad for 51 years. Mr. Godley was a railroad carpenter, having learned his trade when a boy with the Lehigh Valley Railroad. At the age of 16 years he volunteered for service during the Civil War and served with the 129th Pennsylvania Volunteers. Mr. Godley is the son of William V. Godley, a native of New Jersey who settled in Pennsylvania at an early date. He was superintendent of the Glendon mines for many years. There were 14 children in William V. Godley's family, of whom 12 are now living. To Charles and Mary Josephine (Brotzman) Godley 11 children were born, as follows: Forrest A., died in service in Cuba during the Spanish-American War; John P., a foreman in the plant of the Westinghouse Electric Company at Brooklyn, N. Y.; Charles A., postal clerk at Easton, Pa.; Paul, watchman for the Lehigh Valley Railroad at Easton, Pa.; Grace, married Frank Coppock, lives at Easton, Pa.; Cora, married William Walters, deceased, and she lives with her father at Easton, Pa.; Elva and Hattie, deceased; Raymond H., the subject of this sketch; and the remaining children died in infancy. Mrs. Godley is deceased.

Raymond H. Godley attended the public and high schools of Easton, Pa., and began life as a machinist with the Lehigh Valley Railroad in 1887. He remained with that company until 1899, at which time he went to Buffalo, N. Y., where he spent two years. Mr. Godley has since been in the employ of the Pennsylvania Railroad and has been located at Ashtabula since 1902. He is engine house foreman.

In 1896 Mr. Godley was united in marriage with Miss Elizabeth Bittner, a native of Phillipsburg, N. J., and the daughter of Phaon and Alma (Hineline) Bittner, the former a native of Pennsylvania and the latter of New Jersey. Mr. Bittner was a truck farmer and died at the age of 77 years. His wife died when Mrs. Godley was about 10 years old and he was later married again. There were six children in the Bittner family: Amanda, William, Herbert, Mrs. Godley, Emma, and Laura. To Mr. and Mrs. Godley five children have been born, as follows: Kenneth, died in 1899; Elizabeth, lives in Cleveland; Margaret, attends college at Athens, Ohio; Dorothy, who was graduated from high school in 1923; and Ellen, a student.

Mr. Godley belongs to the Masonic Lodge and the Ashtabula Chamber of Commerce. He and his family hold membership in the Presbyterian Church and are well and favorably known throughout Ashtabula County.

Floyd C. Williams, principal of the Ashtabula Business College, is among the prominent and influential citizens of Ashtabula County. He was born in Jasper County, Ind., June 29, 1887, and is the son of Joseph and Mahala (Adair) Williams.

Joseph Williams was a native of Indiana, and his wife was also born in that state. He followed farming and stock raising during his life in Jasper County, Ind., and met with success. Mr. Williams is deceased and his widow now resides on the home place near Rensselaer, Ind. They were the parents of the following children: Laura, deceased, was the wife of Orville Garriott; William O., lives at Valparaiso, Ind.; Bertha, married George Barker, lives on the home place. Floy, twin sister of Floyd, married Russell Kuncze, and they live at Cromwell, Ind.; Floyd, the subject of this sketch; and Lillie, married Halley Alter, lives at Rossville, N. M.; and Ray, lives near the home place.

Floyd C. Williams was educated in the public schools and after completing a post-graduate course at the Marion Normal College, receiving

his degree of Bachelor of Accounts in 1909, he was principal of the Commercial Department of the Westfield College (United Brethren College), Westfield, Ill., for one year. He was instructor one year in the Bookkeeping Department of the Chicago Business College, Chicago, Ill., and two years instructor of Shorthand in Metropolitan Business College, Chicago, Ill., after which he was appointed manager of the Huntington Business University, Huntington, Ind. In 1913 Mr. Williams came to Ashtabula and purchased the Ashtabula Business College, which was organized in 1895 by A. E. Reynolds and located on the northwest corner of Center and Main Streets. It was purchased by Mr. Williams and T. F. Juergens, but the following year Mr. Juergen's interest was purchased by Mr. Williams and it has since been conducted by him and his wife, and associate teachers. The Ashtabula Business College was later located in the Fickinger Building and in April, 1920, the college was completely destroyed by fire and in September of the same year was re-established in the Eastman Block, 206 Main Street.

The Ashtabula Business College courses of instruction are designated to give to the future business man and woman, in the shortest possible time, the instruction he needs if his work is to be of the right quality and quantity and to be rendered in such a manner as to build business that is profitable and permanent. The school is fully accredited by the National Association of Accredited Commercial Schools. This is the only authoritative accrediting agency among private commercial schools. It is made up of nearly 300 leading business training schools of the country that have pledged themselves to establish and maintain the highest possible ideals and standards in business education.

Before a school can be accredited by this association it pledges itself to the maintenance of a set of standards of practice covering its relations with the student and with the public. A school cannot remain a member of this association unless it measures up to these standards. There are a number of excellent reasons why a student should attend a school accredited by the N. A. A. C. S., among them being these:

1. Grades made in one accredited school are good in every other accredited school and will be transferred when the student finds it necessary to move from one community to another.
2. Every graduate is entitled to the free service of the employment departments of all accredited schools throughout the United States and Canada; should he at any time desire help in securing a position.

3. Students in an accredited school have the opportunity to earn the degree, Honor Graduate in Business, which is conferred by the association in co-operation with the individual school.

4. The excellence of accredited schools is so generally recognized that the graduate enjoys an exceptionally favorable introduction to the business public when he leaves his school.

5. There are certain awards of merit for scholarship that can be earned only in accredited schools.

While there are many good schools not accredited by this Association the fact that a school is so accredited is one of the very best evidences of its excellence.

The courses of study consist of the following: Complete Business Course, Shorthand Course, Bookkeeping Course, Secretarial Course, Civil Service Course, and Public Accounting and Auditing.

Mr. Williams is a public accountant and holds membership in the National Association of Cost Accountants and the National Association of Public Accountants. He is a Republican, a member of the Presbyterian Church, of which he is a deacon, and he belongs to the Independent Order of Odd Fellows, the Chamber of Commerce, the Y. M. C. A. and Secretary of the Ashtabula County Sunday School Association. He is known throughout Ashtabula County as an upright and reliable citizen.

In 1913 Mr. Williams was married to Miss Bessie Sheats, a native of Wood County, Ohio, and the daughter of Frank L. and Nettie (Strayer) Sheats, natives of Ohio and residents of Grand Rapids, Ohio, where he is engaged in fruit growing. Mr. and Mrs. Sheats have five children, as follows: Agnes, married Hiram Stocker, lives at McClure, Ohio; Mrs. Williams; Ruth, married LeRoy McWilliams, and she is postmistress at Grand Rapids, Ohio; Pauline, married Guy A. Nevison, automobile salesman at Ashtabula, and Florence, married Sidney Mawer, lives at Weston, Ohio. Mr. and Mrs. Williams have no children.

Mrs. F. C. Williams is a graduate of the Grand Rapids, Ohio, High School. She then received her teachers' training at the Marion Normal College, Marion, Ind. She taught in the public school at Grand Rapids for three years and two years at Bloomdale, Ohio. Since coming to Ashtabula in 1913, Mrs. Williams has been associated with Mr. Williams in the Ashtabula Business College. She is a member of the First Presbyterian Church and a teacher in the Junior Department of the Sunday School, and Business Women's Club of the Y. W. C. A.

Some of the teachers associated with Mr. and Mrs. Williams are: Mrs. Fern Carter and Miss Hazel Lewis.

Mrs. Carter is a graduate of the Geneva High School and of the Ashtabula Business College in 1919 and now a bookkeeper in the Machine Department of the American Fork & Hoe, Ashtabula, Ohio. She is an assistant in the Night School.

Miss Hazel Lewis a graduate of the Ashtabula High School and of the Ashtabula Business College. She was an honor student, receiving a diploma which is granted by the Accredited Schools for superior work. She received her teachers' normal training at the Oberlin Business University, Oberlin, Ohio. Miss Lewis has charge of the Stenographic Department.

Mrs. Nevison, a former graduate of the school, was a teacher for three years in Ashtabula Business College and then entered Civil Service work, being a Stenotypist at the Toledo State Hospital for three years.

Miss Lelia Holcomb, of Geneva, Ohio, and a graduate of the school, was a successful teacher in the Stenographic Department for four years in the Ashtabula Business College and then two years in the Commercial Department of the Erie Business College. She is now Secretary in the Lutheran Hospital, Cleveland, Ohio.

Clarence E. Richardson. One of the old and substantial families of Ashtabula, who aided in the upbuilding of a great and prosperous community, was the Richardson family, of whom Clarence E., is a member. He was born in Ashtabula, Dec. 25, 1856, and is a son of Capt. Chauncey and Eliza (Scoville) Richardson.

Henry Richardson, grandfather of the subject of this sketch, was a pioneer of the northern Ohio lake shore region, was a merchant at one time and some 70 years ago was lighthouse keeper at Madison Dock. It was at Madison Dock that the late Capt. Chauncey Richardson was born in 1832. He was a brother of the late Capt. W. C. Richardson, also prominent in lake shipping circles. Capt. Chauncey Richardson was captain on a vessel many years and for five years, during Grover Cleveland's administration, was collector of customs at Ashtabula Harbor. He died very suddenly while on a pleasure trip up the lakes with his wife and friends in 1900. His wife was born in Ashtabula in 1832, the daughter of Adnah and Persis Scoville. She died in 1901.



CLARENCE E. RICHARDSON

Adnah Scoville, one of Ashtabula's oldest pioneers, was a brother of George Scoville. They were blacksmiths and had large families, most of whom are now deceased. Adnah Scoville was a prime mover in the Good Templar's society and a great church worker in the Methodist denomination. He was at one time mayor of Ashtabula.

To Chauncey and Eliza (Scoville) Richardson two sons were born: Clarence E., and Charley Henry. The latter resides in Ashtabula and has had an active career as a banker, merchant, and for 26 years was associated with the Richards Bros., Wholesale Grocers, being at the head of the office force and a buyer. For the past two years he has been office manager of the Ashtabula Bow Socket Company, as well as auditor for the Peoples Building & Loan Company. He is married and lives on North Main Street.

Clarence E. Richardson was educated in the Ashtabula public schools and spent the following nine years in the Ashtabula offices of the Lake Shore & Michigan Southern Railway, six years of which he served as cashier. The next five years he was secretary of the Bradley Mfg. Co., of Ashtabula. Mr. Richardson was associated for 22 years with his uncle, the late Capt. W. C. Richardson, in the vessel offices of the W. C. Richardson & Co., who handled 20 steamboats up to three years ago when the various vessel companies were merged into one, now called the Columbia Steamship Company, and managed through the offices of Oglebay, Norton & Co., Hanna Bldg., Cleveland. Clarence E. Richardson retired from the positions of secretary and treasurer of the various companies, and in 1923 engaged in the real estate business, with offices in the National Bank Building in Ashtabula. He was also associated with the Crabbe-Carrell Company, real estate dealers of Cleveland, where he has resided for the past 24 years. His home is at 1860 Alvason Road, East Cleveland.

In March, 1885, Mr. Richardson was united in marriage with Miss Caroline King, the daughter of Wallace B. and Eliza (McHugh) King, both now deceased. Mrs. Richardson was born at Racine, Wis., and educated in the public schools of Youngstown, Ohio, and at Hiram College. She is a member of the Hiram Club of Cleveland and several other organizations.

Mr. Richardson is a past master of Rising Sun Lodge No. 22, F. & A. M., a member of Western Reserve Chapter Royal Arch Masons, Columbian Commandery No. 52, Knights Templars, Cleveland Council, Lake Erie Consistory, Scottish Rite, Al Koran Shrine, Al Sirrat Grotto, Masonic

Lodge, the Lions Club and the Union Club of Cleveland. He is a life member of the Ashtabula Lodge No. 208, B. P. O. E., of which lodge he was a prime mover in its organization in 1890, and its second exalted ruler. He is also past president of the Cleveland Society of Ashtabula County. He served as mayor of Ashtabula during the years 1888 and 1889 and has seen the city grow from a small town to one now assuming metropolitan airs, and "Clarence" says "Ashtabula is surely on the map".

Some 50 years ago Mr. Richardson was quite musically and theatrically inclined and in 1873 organized the once famous Commonwealth Minstrel Company, which organization was kept up for several years. Later he was treasurer for the then famous Walter L. Main Circus and Menageries, but he says now as time passes on he is content to let the younger fellows take a hand.

John Carlson, who now lives in Kingsville Township, is a leading farmer of Ashtabula County. He was born in Sweden, Feb. 15, 1869, the son of Carl and Elizabeth Isaacson.

Carl Isaacson was born in Sweden, where he died in 1924. He came to this country, but after five years returned to his native land. His wife died in 1904. Mr. and Mrs. Isaacson were the parents of the following children: John, the subject of this sketch; Ed, lives in Sweden; Theodore, Ashtabula; Louie, Ashtabula Township; Anna, Sweden; and Hilda, married Abbie Dickerson, lives in Cleveland.

John Carlson spent his boyhood in Sweden and was educated there. Thirty-six years ago he came to the United States and located at Altoona, Pa., where he was employed in the mines four years. He then came to Ashtabula Harbor and worked at the docks for 15 years. In 1902 Mr. Carlson purchased his first farm of 50 acres, which he sold in 1920. The Carlson farm is located on the south ridge east of Ashtabula and is among the fine dairy farms of the community. Mr. Carlson resided in Ashtabula for a few years at 32 Fargo Avenue. In 1924 he moved to his present farm of 80 acres. He has owned several farms in the county.

On Jan. 29, 1892, Mr. Carlson was united in marriage with Miss Tilda Jepson, a native of Sweden, who came to this country with her parents when a child. Elsie Jepson, the mother, lives in Ashtabula. Her husband died in 1921. On April 23, 1923, Mrs. Carlson died very suddenly, leaving 12 children, as follows: Carrie, lives at home; Mabel, cashier of the Ward

Baking Company, Cleveland; Agnes, teaches school in Ashtabula; Lillie, died in 1902; Edith, teaches school; Mildred, an instructor in penmanship in the Saybrook Township School; Martha H., at home; Elizabeth, died at the age of 17 years; Alice, at home; Della, Arlene and Jane, all at home.

Mr. Carlson is a Republican and a member of the Lutheran church. He is a substantial citizen and deservedly stands high in the estimation of his friends and acquaintances.

Fern Regal, proprietor of the Regal Sales Agency, is a prominent and successful business man of Ashtabula. He is the agent for the Royal Vacuum Cleaner and the Easy Vacuum Electric Washer in Ashtabula, Lake, and Trumbull counties. Mr. Regal was born on a farm in Fowler Township, Trumbull County, Ohio, Jan. 26, 1885, and is the son of Edgar and Leota (Oatley) Regal.

Edgar Regal was born in Ohio and during his life lived at Lennox, where he owned a cheese factory. He died in 1890 and his wife now lives in Ohio. Mr. and Mrs. Regal had one son, Fern, the subject of this sketch.

Fern Regal received his education in the public schools at Mecca, Ohio, and in early youth manifested a great interest in salesmanship. After selling various articles he became the agent in Ashtabula County for the Royal Electric Vacuum Cleaner in 1916. Mr. Regal's place of business, which is known as the Regal Sales Agency, is located at 74 Main Street. He also deals in electric irons and other electrical necessities.

On Dec. 5, 1914, Mr. Regal was united in marriage with Miss Frances Goe, who is a member of one of Ohio's oldest families. She is the daughter of John H. and Adelle M. (Smith) Goe. Mr. Goe was a native of Trumbull County, Ohio, and was born Sept. 17, 1841, the son of John and Mary (Meek) Goe. John Goe was born in Ireland, Aug. 3, 1798, and came to this country in 1819 and settled in Beaver County, Pa., where he remained until 1873, at which time he moved his family to Trumbull County, Ohio. He became a prominent farmer and died a number of years ago. His wife was the daughter of M. Meek, pioneer farmer of Washington County, Ohio.

John H. Goe, father of Mrs. Regal, was reared and educated in Ohio and at the age of 20 years went to California by steamship. After five

years he returned to Ohio and engaged in farming until 1875, at which time he engaged in the dry goods business at Cortland, Ohio. He was married on Jan. 21, 1868, to Miss Mary L. Brooks, who was born in 1846 and died Oct. 20, 1874, leaving two children: Arthur M., deceased; and Ray, deceased. In 1875 Mr. Goe was married to Miss Adelle M. Smith, who was born in Trumbull County, Ohio, Sept. 1, 1853, and the daughter of Rev. Calvin and Marie Smith. To this union two children were born: Alice, married C. W. Kennedy; and Frances A. Regal, born Aug. 24, 1889. Mr. Goe died in May, 1923, and his wife resides in Ashtabula. To Mr. and Mrs. Regal one daughter has been born, Miriam, born June 6, 1918.

Mr. Regal is a member of the Church of Christ. He is a man esteemed in his community for his integrity, and spirit of co-operation in all civic affairs.

James D. Bonnar, manager of the Ashtabula Telephone Company, is a progressive business man and prominent citizen of Ashtabula County. He was born there, June 11, 1884, and is the son of John S. and Libbie (Zeile) Bonnar.

John S. Bonnar was a native of Ashtabula and the son of Reverend James Bonnar, for many years rector of St. Peter's Episcopal Church of Ashtabula. John S. Bonnar was ticket agent at Ashtabula for the Lake Shore & Michigan Southern Railroad for a number of years and later freight agent. He died in 1895 and his wife died two years later. Mr. and Mrs. Bonnar were the parents of the following children: James D., the subject of this sketch; Mary E., married Robert Richards, lives in Ashtabula; Effie C., married Claud Shannon, lives at Little Rock, Ark.; Lucy C., married G. B. Arrington, lives in Montgomery, Ala.; and John Douglas, born in 1893, died in 1894.

James D. Bonnar received his education in the public and high schools of Ashtabula and in 1901 entered the employ of the local telephone company as an office boy. The following year he went to Cleveland, where he was associated with the North Electric Company, manufacturers of telephones and switchboards. Mr. Bonnar returned to Ashtabula and again entered the employ of the telephone company, but later returned to Cleveland with the North Electric Company. He went to Chicago in December, 1912, and in May, 1915, returned to the Ashtabula Telephone Company as wire chief. Since 1919 Mr. Bonnar has been manager of the company.

On Oct. 16, 1909, Mr. Bonnar was united in marriage with Miss Susie Gerald, a native of Saybrook, Ohio, and the daughter of Fred C. and Jennie (Garner) Gerald, natives of Saybrook. Mr. Gerald is a leading meat dealer of Saybrook and vicinity and his business is known as the F. C. Gerald and Sons. Mr. and Mrs. Gerald are the parents of four children, as follows: Persie, married Ray P. Cook, lives at Geneva, Ohio; Anson S., married Lillian Callow, lives in Saybrook, Ohio; Mrs. Bonnar; and Ralph. To Mr. and Mrs. Bonnar three children have been born: James Gerald, born Dec. 1, 1911; Mary Elizabeth, born Jan. 18, 1918, died May 5, 1919; and Robert Douglas, born Sept. 25, 1920.

Mr. Bonnar is a member of St. Peter's Episcopal Church. He is a member of the board of directors of the Chamber of Commerce and takes an active interest in the affairs of his community.

L. M. Robinson, well known passenger conductor on the New York Central Railroad and highly esteemed citizen of Ashtabula, was born at Fredonia, N. Y., April 21, 1856. He is the son of Samuel B. and Eleanor (Ellis) Robinson.

Samuel B. Robinson, deceased, was a veteran of the Civil War. He was born near Fredonia, N. Y., in June, 1833, and died in 1902. During the Civil War he served with the 129th New York Volunteers and had four brothers in service during the war. Mr. Robinson was employed by the Lake Shore, Grand Trunk and Michigan Central Railroad at Jackson, Mich., for 20 years as transfer agent, and at the time of his death was living there retired. His wife, who was born Jan. 29, 1836, at Fredonia, N. Y., died May 19, 1924. Mr. and Mrs. Robinson had six children, as follows: Addie, born in 1853, married John Cook, deceased, and she lives at Jackson, Mich., and has five children, George, Ella, Grace, Samuel and Winifred; L. M., the subject of this sketch; Emma, born in 1861, married E. E. Rowley, lives at Jackson, Mich., and they have three children, Arthur, Ruth, and Harriet; Hattie, born in 1866, died in 1900; Minnie, born in 1880, died at the age of seven years; and Levi, born in 1859 and died at the age of six years.

L. M. Robinson received his education in the schools of Jackson, Mich., and when a young man entered the employ of the Lake Shore Railroad as checking clerk. He was later yardmaster at Jackson, Mich., for 17 months, after which he worked as freight brakeman for nine months.

Mr. Robinson was promoted to freight conductor in 1884 and was later made passenger conductor, in which capacity he has served since 1900. His present run is on the Buffalo and Pittsburgh Limited. Mr. Robinson has other interests and is engaged in real estate as a side issue. He has lived in Ashtabula since 1891.

On Oct. 24, 1912, Mr. Robinson was united in marriage with Miss Harrietta Hardy, a native of Murray, Iowa, born April 10, 1877, and the daughter of E. G. and Elizabeth (Tenney) Hardy, natives of Painesville, Ohio. Mr. Hardy was born in 1844 and died in June, 1921. He served throughout the Civil War, as did also two of his brothers. Mrs. Hardy lives at Painesville. There were two children in the Hardy family: Edith, born in 1868, died in 1922; and Mrs. Robinson. To Mr. and Mrs. Robinson three children have been born, as follows: Wayne Ellis, born May 5, 1914; Edith Elizabeth, born Aug. 24, 1915; and Helen Grace, born May 14, 1918.

Mrs. Robinson was educated in the public schools of Painesville, Ohio, and after completing a course at Lake Erie College she attended the Miami Normal College for a time. She taught school for 20 years in Ashtabula, Painesville and Cleveland and from 1902 until 1910 was principal of the Station Street School in Ashtabula. Mrs. Robinson is a member of the Women's Club of Ashtabula and is prominent in the affairs of her city.

Mr. Robinson is a member of the Order of Railroad Conductors and has held all offices in the order and was a delegate to the national convention at Detroit, Mich., and first general chairman and committeeman for 12 years. Politically he is a Republican, and he and his family are members of the Congregational Church. He is a man of excellent character, industrious and competent.

Carl M. Peck is a progressive and enterprising merchant of Ashtabula. He is a native of Ohio, born in Portage County, March 29, 1884, and the son of Charles M. and May E. (Morris) Peck.

Charles M. Peck was born at Charlestown, Ohio, as was also his wife. He was a merchant for many years and owned a grocery store at Kingsville, Ohio, which he later sold to his son, Carl M. Peck. Mr. Peck is now a rural mail carrier out of Kingsville. There were five children in the Peck family, as follows: Nora E., lives at Columbus, Ohio; Carl M., the subject of this sketch; Lucile, married J. E. Davis, postmaster of

Kingsville, Ohio; Zaida R., married Homer Porter, lives at Kingsville, Ohio; and Raymond, married Frances Karnes, lives at Garrettsville, Ohio.

Carl M. Peck was reared at Kingsville and attended the public and high schools there. After conducting his father's business at Kingsville for seven years, Mr. Peck removed to Sandusky, Ohio, where he was in business for three years. He then traveled for the H. J. Heinz Company of Pittsburgh, Pa., and in 1921 engaged in his present business at Ashtabula. Mr. Peck carries a fine line of groceries and is located at 191 Prospect Street.

In 1906 Mr. Peck was united in marriage with Miss Jessie Sheldon, a native of Kelloggsville, Ohio, and the daughter of L. B. and Effie (Keith) Sheldon, natives of Ohio. Mrs. Sheldon died in November, 1923. Mr. Sheldon served as sheriff of Ashtabula County for four years and now resides in Ashtabula. There were six children in the Sheldon family, as follows: Dora, married Charles Mayberry, Ashtabula, Ohio; Lottie, deceased; Mrs. Peck; Frank, married Hazel Wilson, lives at Jefferson, Ohio; Walter, married Edna Scoville, lives at Ashtabula; and Ruth, married J. Brayman, lives at Pierpont, Ohio. To Mr. and Mrs. Peck one child has been born, Sheldon, born at Kingsville in 1910.

Mr. Peck is a Republican and a member of the Prospect Presbyterian Church. He is a substantial citizen of Ashtabula County and has many friends and acquaintances.

Charles B. Downs, building and electric wiring inspector of Ashtabula, is widely and favorably known throughout Ashtabula County. He was born at Geneva, Ohio, Jan. 22, 1882, and is the son of William H. and Margaret (Griswold) Downs.

William H. Downs was born at Westfield, Vt., March 17, 1840, and his wife was born in Green County, Ohio, June 29, 1841. Mr. Downs was the son of Rev. N. H. Downs, who settled in Trumbull County at an early date and became a prominent physician and preacher. Reverend Downs was twice married and had 19 children. His son, William H. Downs, settled in Geneva in 1876, where he followed his trade as a butcher. Later he became a teaming contractor there. Mr. Downs served as constable and street commissioner of Geneva and died there March 6, 1919. His wife died in 1916. Mr. and Mrs. Downs were the parents of the following children: Curtis J., lives at Geneva, Ohio; Elva, osteopath, married Julius Cooper, deceased, and she resides at Bradford, Pa.; William H., Jr.,

married Ziel Real, and he is now deceased; Jessie, married R. S. Sheldon, lives at Jefferson; Fred N.; Earl H., married Clara Cofer, lives at Fort Worth, Texas; and Charles B., the subject of this sketch.

Charles B. Downs spent his boyhood at Geneva and attended the schools there. He was one of the first rural mail carriers in Ashtabula County, engaging in that work on Aug. 15, 1898. Charles Cadle was the first carrier of the county. After 12 years of service in the mail department, Mr. Downs engaged in carpenter and contracting work and later entered the electrical field. He went to Cleveland, where he remained until 1917, at which time he located in Ashtabula and entered the employ of the New York Central Railroad, doing electrical work. Later he was employed at the shipyards by the government and in December, 1920, he was appointed building and electric wiring inspector of Ashtabula.

In 1903 Mr. Downs was married to Miss Etta Hoskins, a native of Geneva, Ohio.

Mr. Downs belongs to the Modern Woodmen of America and the Loyal Order of Moose. He is esteemed as one of the progressive citizens of Ashtabula.

Charles Herbert Gallup, 57, of 334 Prospect Street, Ashtabula, Ohio, has been successively farmer boy, leather splitter, newspaper man and greenhouse proprietor. He has been a member of the city council and the board of education and served on the charter commission which instituted the present city-manager form of government for Ashtabula.

During the World War, he was active in all civic work for the welfare of the government, subscribing beyond his means for all government securities when the government was very much in need of funds.

Mr. Gallup was born at Marcellus, near Syracuse, N. Y., Aug. 8, 1867, where a pioneer family of Gallups from Sommersetshire, England, founded a large fortune by raising tobacco and teasles, the latter being then used for scratching the surplus "nap" from cloth in textile mills.

His parents are John V. Gallup and Lucinda D. Gallup, now 78 years old and enjoying the very best of health, refusing rides in automobiles to take long walks about the city and surrounding country.

They took him to Kansas when he was eight months old, settling in Irving, a small town 100 miles west of Atchison on the Missouri River. His father was successively teamster, plasterer and farmer. The new



CHARLES HERBERT GALLUP

country suffered from hard times, drought, grasshoppers and then on Decoration Day, 1879, the home and farm buildings and family of six went up in the most disastrous tornado on record in the United States up to that time. All were injured, though none fatally.

Terribly uneasy because of fear, the family tried living in another Kansas county, then in Rock Creek, Ohio, and Norfolk, Va., returning to Ashtabula County in 1881.

Messrs. McKay, McDonald and Phillips had recently moved their tannery from Rock Creek to Ashtabula and here John V. Gallup and the subject of this sketch found employment. Gallup's last term of school was at the age of 13 in a country school house, since torn down, located between Rock Creek and Lenox. So far as he knows, all the boys in that school at that time are still alive. Two are prominent business men in Ashtabula.

At the tannery, Gallup, Sr., began as night watchman but soon learned the art of coloring leather and was given charge of the coloring room and tacking room.

Charles H. Gallup was first a tacker boy and later helper to J. R. MacDonald, an owner in the business. He taught young Gallup to be a splitter, one of the highest grade positions in a tannery.

Having inherited some literary desires, if not talent, from parents far above average in intelligence, young Gallup set out to learn the newspaper business. He worked for nothing on the Daily Times, a very small daily, edited by Miss Rose Gifford and printed by her nephew, W. V. Newberry. Later, he served a brief apprenticeship on the Democratic Standard and considered himself competent to embark in the newspaper business.

With the help of a group of progressive business men, which included the late W. D. Richards, wholesale grocer, F. W. Blakeslee, veteran photographer, and Morrison I. Swift, widely known "radical" of that day, he and his father established "The Evening Journal", in a little store room on Center Street which they rented for \$10 a month. This was December 1, 1890.

Mr. Gallup, Sr., soon sold out to W. A. Robertson, Jr., a practical printer, and then they consolidated with the News, a successful weekly conducted by Mr. E. J. Griffin. Griffin, Gallup and Robertson published the daily and weekly for a time, after which Gallup bought out Robertson's interests. Griffin & Gallup were partners until about the time of

the Spanish-American war, when they leased the papers to Arthur Sperry, and Gallup went to Cleveland to work as reporter on the Recorder.

That paper never set the world afire, but Gallup was very proud to work on it. A fellow-workman on the job was Peter Witt, now world famous as a street railway expert and Progressive politician. The paper was "backed" by Tom L. Johnson, a reformer and famous mayor of Cleveland. Louis F. Post, famous Single Taxer, was editor. Later Mr. Post was a member of President Wilson's official family during the World War. Mr. Post has been ever after a warm personal friend of his former employe.

When Johnson ceased to support the paper, it went into the hands of a receiver and Gallup went to Louisville, Ky., to be commercial editor of the Louisville Commercial.

After two very happy years in Louisville, the hoo-doo in the form of a receiver reached that city and Gallup had to choose between a cut in wages or two men's work for one wage. He decided to travel.

At Cincinnati, he secured employment on The Post, a real newspaper. It is a Scripps paper, which plays no favorites and Gallup made wonderful progress and enjoyed the work, being Labor Editor the entire six years and city hall reporter and assistant political editor a part of the time.

During 1905, Mr. Harper, chief attorney for the Scripps-McRae League, offered Gallup an editorship in a paper the League was starting; and also a substantial block of the stock, Mr. Harper himself having subscribed for a large block of stock. Gallup declined this offer, as he felt that he should have had more education in order to be the successful editor of a metropolitan daily.

On June 1, 1906, Gallup resigned his position on the Cincinnati Post, to return to Ashtabula to embark in the greenhouse business with his brother Edward, ten years his junior, who helped to start the "Evening Journal".

The business of Gallup Brothers has been wonderfully successful, now standing second only to the big Dunbar-Hopkins corporation in the powerful and successful Ashtabula Lettuce Growers' Association, of which Charles H. Gallup is president.

On Christmas Eve, 1890, Gallup was married to Miss Helen Griswold, daughter of "Squire" R. W. Griswold, a lawyer from Connecticut and an influential pioneer resident of Ashtabula, who served in the Ohio Legislature. His father and grandfather, both Griswolds, were governors of

Connecticut, as was also Roger Wolcott, another of his ancestors. The Ashtabula Griswolds are direct descendants of Oliver Wolcott, a signer of the Declaration of Independence.

To Mr. and Mrs. C. H. Gallup were born three children, two of whom are now living. Their son, John G. Gallup, was born March 12, 1893, graduated with first honors from the Ashtabula High School in 1912, won the Phi Beta Kappa key in 1916 and was among the six highest in scholarship in the class of 1918 of the Law School of the Western Reserve University, which class consisted of 20 brilliant men.

John G. Gallup was married to Miss Daisy Wood, a beautiful young woman and a brilliant student, September 14, 1918. They took up their home in Cleveland, where he practiced law successfully for six years, owned his own home and paid income tax. To them were born two beautiful and bright children, Mary Elizabeth, aged three, and Charles Henry, aged seven months.

Born with a leaky heart, John Gallup was a wonderful success in spite of this handicap. His letters and conversation were models in every way. He had a wonderful intellect and a gracious personality, which made him beloved by all who knew him. His health began to fail in May, 1924, when he noticed that walking made him unusually tired. He took treatment for intestinal ulcer, but his trouble was an enlarged heart beyond the reach of medical science, and he died September 23, 1924, quite suddenly, although he had disposed of all his earthly possessions several weeks previously.

Miss Harriet R. Gallup was born Aug. 24, 1898. She, too, had first honors in her class in Ashtabula High School in 1916. After two years as a stenographer and book-keeper, she took a three-year course in Normal Art at Pratt Institute, Brooklyn, N. Y., finishing with a course at the Berkshire Summer School of Art in the picturesque hills of western Massachusetts.

She taught art in the Painesville public schools two years and then took a summer course in the Cleveland School of Art, liking the work so well that she took a full year's course at the same institution the next season. She is now teaching art in the public schools of Crawfordsville, Ind., the seat of Wabash College and a town which pays its instructors very much higher salaries than the community in which Miss Gallup was raised.

Miss Jessie Helen Gallup, younger daughter, was born June 18, 1903. She was sixth highest in a class of over 100 graduating from the Ashtabula High School. While in the grades, she won a prize for dramatic recitation. She has shown wonderful talent in amateur photography and has a fine collection of snap shots which she has tinted to reproduce almost exactly the natural colors. In 1924, at the College for Women, she won a \$25 prize for an essay on recent discoveries at the tomb of King Tut-ankh-amen. She has been elected official snap-shot editor of the "annual" publication of Western Reserve University.

Gallup tells his friends that the proudest moment of his life was when his son graduated at the head of his class. At graduation exercises, four years previously, the boy had told him, in all humility, "Four years from now, the first honors will go to a boy and I will be that boy".

An equally joyful occasion in the Gallup family was the commencement exercises of 1916, when their daughter, Harriet, graduated at the head of her class. Up to that time, no family, so far as they could learn, had graduated two children at the head of their class in Ashtabula High School. John had watched his sister's grades all through High School and had predicted her success. He took great pride in the fact that her grades were even higher than his.

Perhaps the third proud moment was in the darkest hour of the World War, when the government called on the people of Ashtabula to buy a lot of War Savings stamps at once. The cashiers of the three banks and three building and loan associations had made up a list of fewer than three hundred citizens, many of them women, whom they believed could buy \$1,000 worth of War Savings stamps on a day's notice or else borrow the money on personal notes alone to make the purchase.

Charles H. Gallup was on the committee to "put it over," and when P. C. Remick explained how few were so "good" financially they were put on the list, he said: "You men here are all on the list."

From tacker boy in the tannery to first citizen, in a financial way, was a long jump and Gallup's heart swelled with pride and thankfulness.

Brought up a Methodist, later a Socialist, with the soft pedal on religion, Mr. Gallup many years ago joined St. Peter's Episcopal Church, along with his children, thus uniting the family with the wife and mother who had always kept the faith.

For some years, Gallup was treasurer of the parish and has since been a vestryman, being an annual delegate to the diocesan convention in

Cleveland, where he found much pleasure in fraternizing with his son, who was junior warden of the Church of the Holy Spirit in Cleveland and also a delegate to the diocesan convention.

E. A. Black is a substantial and highly esteemed citizen of Ashtabula. He was born at Williamsfield, Ohio, Sept. 22, 1851, and is the son of Erwin and Lucy (Bates) Black.

Erwin Black was a native of Trumbull County, Ohio, as was also his wife. He was born in 1826 and she in 1828. Mr. Black was a farmer and also a manufacturer of cheese boxes. He died in 1902 and his wife in 1875. Mr. and Mrs. Black had one son, E. A., the subject of this sketch. His grandparents were Archibald and Mercy Black.

E. A. Black was reared at Williamsfield and received his education in the schools there. He was associated with his father in the manufacturing business for several years and later moved to Andover, where he learned the tinner's trade and worked for L. H. Merrill for two years. Mr. Black then purchased Mr. Merrill's interest in the business and operated it for two years, when his health failed and he was obliged to sell the business. In 1885 he entered the employ of the Lake Shore Railroad, now known as the New York Central Railroad, in the water supply department, and he later helped survey the road from Youngstown, Ohio, to Sharon, Pa. In 1887 Mr. Black came to Ashtabula as foreman tinner and worked under F. A. Beeman. In 1889 the business was moved to Cleveland and Mr. Black continued to work for the company at Cleveland, and in 1896 he was promoted to foreman, and in 1904 was promoted to supervisor of signals, with headquarters at Ashtabula. The following year he moved to Ashtabula and served in this capacity until the time of his retirement, Sept. 22, 1921. On Sept. 30th of the same year he was tendered a banquet by the employees of the company at the Hotel Ashtabula and presented with a victrola and a miniature signal, which he highly prizes. Mr. Black is engaged in various kinds of repair work.

In 1871 Mr. Black was married the first time to Miss Flora L. Lashure, the daughter of Samuel and Harriet (Moore) Lashure, natives of Ohio. Mrs. Black died in 1901, leaving two children: Arthur E., born in 1875, married Grace Moran, now lives in Cleveland, and they have one son, Harold E.; and Homer, born in 1880, married Theo Bates, lives at G'leen Ridge, N. J., and they have two children, Everett A. and Dorothea.

In 1905 Mr. Black was united in marriage with Miss Mertie E. Burnett, a native of Ashtabula, and the daughter of David D. and Louise (Dickenson) Burnett. Mr. Burnett was born at Plymouth, Ohio, Aug. 9, 1839, and his wife was born at Kingsville, Ohio, Aug. 14, 1842. He died Dec. 20, 1911, and his wife died Sept. 27, 1912. Mr. Burnett was a merchant and owned a store on Center Street, Ashtabula, for 30 years. He was a Civil War veteran, having served with Company B, 1st Iowa Cavalry. There were five children in the Burnett family, as follows: Mrs. Black; Anna L., lives on the old home place; Ada D., married A. J. Dittenhaver, lives in Ashtabula; Bessie Irene, died in 1892; and Julia, died in infancy.

Mr. Black is a Republican, a member of the First Congregational Church, where he served as deacon and trustee for a number of years, and he is a Mason and belongs to Rising Sun Lodge No. 22, Ashtabula. He is well known in Ashtabula County and has many friends.

John Lundi, a well known business man of Ashtabula Harbor, who is successfully engaged in the grocery business, was born in Finland, Sept. 10, 1879, and is the son of Jacob and Mary (Jussila) Lundi.

Jacob Lundi came to this country in 1883 and located at Ashtabula Harbor, where he was employed on the docks for many years. His wife and family came here from Finland three years after his arrival. Mr. Lundi was born Jan. 4, 1853, and died July 26, 1921. His wife was born Sept. 11, 1851, and died Feb. 19, 1911. Mr. and Mrs. Lundi were the parents of the following children: Mary, deceased; John, the subject of this sketch; Jacob H., born in 1882, married Alma Manni, and they have four children, Ralph, born in 1906, Esther, born in 1911, Alma, born in 1912, and Viola, born in 1918; Ewald, deceased; Einar, deceased; Mathias Oscar, married Hilma Purtilo and they have four children, Erland, Aino, Gilbert and Evelyn; and Emil T., married Anna Turja, and they have four children, Milton, Ellen, Ruth and Ethel.

John Lundi spent his boyhood in Ashtabula and received his education in the public schools. He was employed in the meat market of C. H. Brant and later by David Niemmen. After engaging in the meat business with his brother for six years they sold the business and in 1907 Mr. Lundi and his brother purchased their present place of business, which is located at 46 Oak Street. They carry a fine grade of groceries and meats and have established an extensive trade.

In 1905 Mr. Lundi was united in marriage with Miss Maria Turja, a native of Finland, born Oct. 22, 1878, and the daughter of Henry and Maria (Kara) Turja, natives of Finland. Mrs. Lundi came to this country in 1898 and her sister, Anna, was a passenger on the ill fated Titanic in 1912 and was among the few rescued from the sinking vessel. She is the wife of Emil T. Lundi.

To John and Maria (Turja) Lundi seven children have been born, as follows: John E., born May 26, 1906; Elmer W., born March 7, 1908; Maria Irene, born Dec. 9, 1909; Ingrid Sophia, born April 16, 1912; Arnold Ernest, born Aug. 19, 1913; Lillian Mildred, born April 1, 1915; Vivian Agnes, born Oct. 16, 1916; and Lennart Henrik, born Oct. 17, 1918, and died Dec. 6, 1918.

Mr. Lundi is president of the City Savings & Loan Company of Ashtabula Harbor. He is a member of the school board, having been elected to serve in Mr. Brant's place and re-elected to the office in 1923. He is a member of the Finnish Lutheran National Church of Ashtabula Harbor and belongs to the Modern Woodmen of America.

H. E. Van Slyke, trainmaster for the New York Central Railroad at Ashtabula, ranks among the substantial citizens of the county. He was born at North Kingsville, Ohio, Aug. 8, 1879, and is the son of Byron and Ella (Holt) Van Slyke.

Byron Van Slyke was a native of North Kingsville, as was also his wife. He was a farmer and market gardener and met with marked success in his undertakings. Mr. Van Slyke died suddenly on his 60th birthday in 1915, and his wife died in 1900. They had two children: H. E., the subject of this sketch; and Flossie, a trained nurse who is unmarried.

H. E. Van Slyke received his education in the public schools of North Kingsville and in 1897 entered the employ of the New York Central Railroad as telegraph operator between Cleveland and Erie on the main line. He was later transferred to Youngstown in 1901 and was promoted from operator and dispatcher to chief dispatcher and later chief clerk. In 1916 Mr. Van Slyke was made day chief at Youngstown, Ohio, and later assistant trainmaster of Youngstown, Ohio. On May 15, 1918, he was transferred to Ashtabula as trainmaster, and now holds that position on the Franklin division.

In 1899 Mr. Van Slyke was married the first time to Blanch E. Pancost, and to that union one daughter was born, Eloise, who was born Jan.

25, 1905. He was later married to Miss Cora Reiter, and they have three children, as follows: Hugh Ellsworth, Jr., 11 years old; Kenneth LeRoy, seven years old; and Robert Donald, who is two years of age.

Mr. Van Slyke and his family hold membership in the Kingsville Presbyterian Church and he is a 32nd degree Mason and Shriner of Cleveland. He is a man of excellent character, industrious and competent.

Edward Parker Gallup, a member of the firm of Gallup Brothers, of Ashtabula, was born at Irving, Marshall County, Kan., April 5, 1877, and is the son of John V. and Lucinda D. Gallup.

When Edward Parker Gallup was two years old his family moved to Ashtabula County and settled at Rock Creek, removing a short time later to Ashtabula. He was educated in the public schools and when a young man was employed in the printing office of his father, who at one time was publisher of the Ashtabula Journal, a daily newspaper, which was published for eight years and later combined with the Ashtabula Beacon. Mr. Gallup was later employed by the Ashtabula Hide and Leather works as a tacker boy and later as a patcher. He then entered the employ of the Ashtabula Bow & Socket Company, and later was with the Cleveland Tanning Company. After six months residence in Cleveland he returned to Ashtabula and was the first man to receive employment with the Raser Tanning Company, which was at that time being organized. In 1900 Mr. Gallup became a mail carrier and five years later engaged in business with his brother, Charles H. Gallup. Gallup Brothers are growers of winter lettuce, cucumbers, tomatoes, etc., and own one of the largest plants in this section. The business has enjoyed a steady growth and from a beginning of 12,000 feet of glass, it now covers an area of 156,000 feet, which in the near future will be increased to 200,000 feet. Gallup Brothers are members of the Ashtabula Lettuce Growers Association, of which Charles H. Gallup is president. Their greenhouses are located at 7 Woodman Avenue, Ashtabula, and Sanborn Road, Saybrook.

On Jan. 3, 1898, Mr. Gallup was united in marriage with Miss Myrtie May Graham, the daughter of Joseph and Helen Graham of Jefferson, Ohio. Reverend Rader, of the Methodist Church of Jefferson performed the ceremony. To Mr. and Mrs. Gallup the following children have been born: Helen Louise, born Jan. 3, 1903; Eva Lucinda, born Feb. 27, 1904,



EDWARD PARKER GALLUP

died suddenly at the age of 13 months; Mildred Irene, born May 10, 1907; and Albert Edward, born Sept. 21, 1909, died in infancy.

Helen Louise Gallup was married on Aug. 2, 1922, to Moses L. George, son of Edwin L. and Katherine George, of Carson, Ohio. Moses L. George is foreman of Plant No. 3 of the Gallup Brothers, which is located on Sanborn Road.

Mildred Irene Gallup is a member of the senior class of Ashtabula High School. She belongs to the Kronikan Club and was one of several students chosen to enter the typewriting and shorthand contest at Longwood High School, Cleveland.

Mr. Gallup served as township trustee in 1912 and during his term of office a controversy arose regarding the ownership of Ashtabula's city hall. A lawsuit was avoided when a settlement was reached between Dr. Pardee, mayor, and the trustees, through a compromise agreement proposed by Mr. Gallup. He has served as a member of the school board and was influential in obtaining a centralized school building for Windermere. In November, 1921, he was elected justice of the peace to represent the East Saybrook district. Mr. Gallup is a member of the Prospect Street Presbyterian Church and is trustee and church treasurer. The West End Community Club, a church organization, elected Mr. Gallup its president in 1921, which office he is now holding. Mr. Gallup is a lover of outdoor sports, being particularly interested in tennis. For a number of years he and his nephew, Alden Hopkins, held the county tennis championship in men's doubles.

Mr. Gallup has attained marked success in life which he attributes to careful management and the cooperation of his wife.

Frank E. Lapham, a well known and highly respected citizen of Ashtabula, who is engaged in the grocery business, is a member of one of Ashtabula County's pioneer families. He was born at Saybrook, Ohio, March 25, 1869, and is the son of Edgar and Amanda (Harvey) Lapham.

The Laphams were among the first settlers of Painesville, Ohio, Isaac Seccions, great grandfather of our subject, having settled there when a young man. He died at the age of 105 years at Erie, Pa. Edgar Lapham, father of the subject of this sketch, came to Ashtabula County with his parents at the age of six years, in 1848, and settled on a farm near Saybrook. He became a successful farmer and was also a carpenter.

Mr. and Mrs. Edgar Lapham had two children: Frank E., the subject of this sketch; and May, married Fred Garner of Saybrook, and she died in 1916.

Frank E. Lapham was educated in the public schools of Saybrook and when a young man entered the employ of the Ashtabula Tool Company. Later, he lived at Geneva, Ohio, and after coming to Ashtabula entered the employ of the Gardner Grocery Company, where he remained for 10 years. In 1914 Mr. Lapham engaged in his present business at Bunker Hill, which is known as the Bunker Hill Grocery. He carries a complete line of groceries and staple goods and has an extensive trade throughout the city.

In 1904 Mr. Lapham was married to Miss Jessie Teed, a native of Erie, Pa., and the daughter of Charles and Georgia (Post) Teed. Charles Teed is a native of Michigan and the son of Lorenzo Pettis and Louisa (Lewis) Teed, early settlers of Erie, Pa. Georgia (Post) Teed is the daughter of James and Elizabeth (Shepherd) Post, natives of New York. Charles Teed now owns and operates the Teed Automobile Hospital in Ashtabula and is widely known throughout the county. He has three children, as follows: Bessie, born in 1888, married John Van Akin, lives at Plymouth, Ohio; Renne, born Oct. 4, 1882, married Ella Jackson; and Jessie Lapham, born in 1884. To Frank and Jessie (Teed) Lapham three children have been born, as follows: Laura, born in 1905; Harold, born in 1907; and Lawrence, born in 1920.

Mr. Lapham is favorably known in Ashtabula and takes an active interest in the affairs of the community. His wife is a member of the Disciple Church.

Oscar Johnson, owner and proprietor of the Sanitary Market at 282½ Main Street, is an enterprising merchant of Ashtabula. He is a native of Sweden, born June 8, 1889, and the son of Severin and Augusta (Nelson) Johnson.

Severin Johnson was born in Sweden, Sept. 25, 1862, and his wife is also a native of that country, born Jan. 25, 1860. In 1889 they came to the United States and after spending some time in New York, came to Ashtabula, where Mr. Johnson learned the leather making trade. He has been in the employ of the Raser Tannery for many years and is a

substantial citizen of his community. Mr. and Mrs. Johnson have three children, as follows: Oscar, the subject of this sketch; Sigred, born in 1898, lives at home; and Phillip, born in 1902, now in the employ of his brother, Oscar.

Oscar Johnson attended the public schools of Ashtabula and when a boy entered the employ of E. S. Johnson, meat dealer. After eight years Mr. Johnson went to Cleveland, where he was connected with the Cleveland Metal Products Company. He later returned to Ashtabula and in 1916 engaged in the meat business for himself at 280 Main Street. Since Feb. 25, 1923, Mr. Johnson has been located at 282½ Main Street, where he carries a splendid line of meats.

Mr. Johnson attends the Swedish Congregational Church.

Alex Rasmus is a well known and enterprising merchant of Ashtabula. He was born in Finland, Sept. 28, 1862, and is the son of Andrew and Annie Rasmus.

Andrew Rasmus came to this country from Finland in 1870 and located in Ashtabula. Mr. and Mrs. Rasmus later returned to their native land. They had four children, two of whom died in Ashtabula. The remaining two are Alex, the subject of this sketch; and Andrew, who lives in Aberdeen, Wash.

Alex Rasmus received his education in the schools of Finland and came to this country in 1882. Upon his arrival he immediately went to White Cloud, Mich., where he was employed for three years. In 1885 he removed to Ashtabula Harbor and worked on the docks. Since 1914 Mr. Rasmus has owned and operated a confectionery business at 84 Oak Street. He carries a general line of groceries, ice cream and candies, and does a large volume of business.

Mr. Rasmus was married in 1904 to Miss Greeta Kustava Laitinen, also a native of Finland, who came to this country alone in 1902. To Mr. and Mrs. Rasmus two children have been born: Arne, born Jan. 16, 1905; and Peter, born May 5, 1906.

Mr. Rasmus and his family hold membership in the Finnish Lutheran Church, and he belongs to the Modern Woodmen of America and the Sovinto Athletic Club. He is a Republican and a progressive man in his community.

Henry C. Tombes, merchant, is a well known and highly esteemed citizen of Ashtabula, where he has spent his entire life. He was born June 2, 1890, and is the son of Henry and Phoebe A. (Bartlett) Tombes.

Henry Tombes, deceased, was a pioneer railroad man of Ashtabula County, being in the employ of the New York Central Railroad for 35 years as an engineer. He was a native of Iowa, but located at Ashtabula when a young man. He died in 1912 and is buried in Ashtabula. To Mr. and Mrs. Tombes four children were born, as follows: Bert, unmarried; Carrie, married G. R. Topper, cashier of the Bank of Jefferson, Ohio; Jennie, married L. R. Johnson, lives at Carson, Ohio; and Henry C., the subject of this sketch.

Henry C. Tombes attended the public schools of Ashtabula and began his business career as a clerk in the Martin Miller grocery. Later he was employed by W. S. Hewins for a short time. After learning the machinist trade, Mr. Tombes entered the employ of the New York Central Railroad in 1908, where he remained until February, 1923. Since that time he has been interested in his present business at 372 Prospect Street. Mr. Tombes deals in groceries and, although only in business a short time, has established an excellent trade.

In 1912 Mr. Tombes was married to Miss Florence Pillars, a native of Cleveland, and the daughter of Alonzo J. and Carrie (King) Pillars. Mr. and Mrs. Tombes have two children: Radell, born in 1913; and Jane, born in 1918. There were six children in the Pillars family: Irene, Mrs. Tombes, Ruth, Dorothy, Harry, and Arthur.

Mr. Tombes is a member of the Christian Church and belongs to the Knights of Malta. His family is among the oldest in Ashtabula County, his maternal grandfather being Noah Bartlett, pioneer lake captain and Methodist minister of Conneaut. They have always been highly esteemed citizens of their community.

George Puffer, owner and proprietor of the Puffer Glass Works, is a widely known business man of Ashtabula. He was born at Conneaut, Ohio, Sept. 15, 1871, and is the son of William and Mary (Phelps) Puffer.

William Puffer and his wife were natives of Conneaut, where they spent their entire lives. He was a brick mason and died in 1914. His wife died in 1923. Mr. and Mrs. Puffer had three children, as follows: Willis, born in 1868, a machinist, lives in Conneaut; Alice, married Harry Jones, lives in Ashtabula; and George, the subject of this sketch.

George Puffer was educated in the schools of Conneaut and his first business venture was with a glazing company at Conneaut, the Pond Lumber and Glazing Company, with whom he was connected for 20 years. Mr. Puffer then went to Buffalo and later to Cleveland. In 1920 he located in Ashtabula and engaged in business for himself. His first location was across the street from where he now is at No. 1 Spring Street. Mr. Puffer carries on a general glass working business and has a well equipped plant for general glass work.

In 1890 Mr. Puffer was married to Miss Matie Wright, a native of Geneva, Ohio, and the daughter of Charles and Adelaide (Carpenter) Wright. Mr. Wright was born in New Hampshire and came to Geneva many years ago, where he was successfully engaged in the jewelry business for 30 years. He now lives retired. Mrs. Wright died many years ago. To George and Matie (Wright) Puffer three children have been born, as follows: Raymond, born in 1894, married Dewey Mallery, lives in Cleveland; Iva, born in 1907, at home; and Richard, born in 1910.

Mr. Puffer is a Republican, a member of the Christian Church of Conneaut, and belongs to the Independent Order of Odd Fellows, the Elks, and the Loyal Order of Moose. He is a substantial member of the community and a highly esteemed citizen.

Arthur Rinto, attorney of Ashtabula, is among the highly esteemed and prominent citizens of Ashtabula. He was born at Ashtabula Harbor, Nov. 21, 1889, and is the son of Herman and Maria (Brunell) Rinto.

Herman Rinto is a native of Finland, born Aug. 8, 1863. His wife was also born there, Nov. 30, 1868. Mr. Rinto came to this country in 1881 and located in Ashtabula, where he was employed on the docks. He has always been in the employ of the same company, although the name of the firm has been changed several times and is known now as the Ohio & Western Pennsylvania Dock Company. At the time Mr. Rinto settled at Ashtabula Harbor there were very few houses there and his first residence was at 11 Cherry Street. He and his wife now live at 62 Oak Street. There is an old well on the place which has been in use for many years and still supplies good water. To Mr. and Mrs. Rinto the following children were born: Adolph, married Selina Poyhonen, lives in Ashtabula; Arthur, the subject of this sketch; Eva, married Nestor Morsio, lives at Jefferson, Ohio; Marie E., married John E. Ritonen, lives

at 32 Joseph Street, Ashtabula; Olga, married John Kuula, deceased; Alma, married Arne Erickson, lives in Ashtabula, Ashtabula County; Oscar was killed July 9, 1924, while in the employ of the city in the division of electricity. A pole on which he was working fell and crushed him to death. Martha, Signe, Lilah, and Carl, all at home. The following children are deceased: Fannie, died in infancy; Elma, died at the age of two years; Charles, died in infancy; May, deceased; and Senia, died in 1917 at the age of 22 years, was the wife of Otto Niskanen.

Arthur Rinto attended the public and high schools of Ashtabula Harbor and in 1907 entered Western Reserve University in Cleveland. On June 20, 1913, he was graduated from the law school there and during the same month was admitted to the bar. He has since practiced his profession in Ashtabula, and in 1917 was elected to the City Council, and re-elected in 1921 and again in 1923.

Mr. Rinto was married the first time on Feb. 7, 1911, to Miss Ida Klemola, the daughter of John and Marie (Laitinen) Klemola. She died July 30, 1916, leaving a daughter, Alice Virginia, born April 19, 1912. In January, 1923, Mr. Rinto was married to Miss Olga Ollila, a native of Sheffield Township, Ashtabula County, and the daughter of Abraham and Kaisa (Haapakangas) Ollila, natives of Finland, who settled in this country in 1892. There were four children in the Ollila family, as follows: Abraham, Helen, Mrs. Rinto, and Anna.

Mr. Rinto is identified with the Republican party. He is a member of the Lutheran Church and belongs to the Independent Order of Odd Fellows, the Knights of Malta, the Loyal Order of Moose, and the Y. M. C. A. On Sept. 15, 1914, Mr. Rinto was admitted to the United States District Court. He is a member of the State Bar Association and the American Bar Association. Mr. Rinto is a capable man in his profession and is a citizen of high ideals.

J. A. Bradley, retired, has for many years ranked among the leading and influential citizens of Ashtabula. He was born in Connecticut, July 30, 1850, and is the son of Samuel and Abigail (Doolittle) Bradley.

Samuel Bradley followed general farming during his entire life, which was spent in Connecticut. Mr. and Mrs. Bradley, now deceased, were the parents of the following children: J. A., the subject of this sketch; W. H., lives in Connecticut; William, deceased; and Emma, deceased.

J. A. Bradley spent his youth in Connecticut and in 1885 came to Ashtabula, where he engaged in the manufacturing business. The company manufactured shafts and poles, and the place of business, which was located on Prospect Street, was known as the Bradley Manufacturing Company. After the manufacturing companies combined the Ashtabula firm merged and became known as the Pioneer Shaft and Pole Company, with headquarters at Piqua, Ohio. Mr. Bradley has lived retired since 1914. His home is at 71 Division Street.

In 1883 Mr. Bradley was married to Miss Ella Gangloff, a native of Connecticut, and the daughter of Augustus and Anna (Fields) Gangloff, natives of Connecticut. Mr. Gangloff was a designer and worked at his trade for one company in Connecticut for 21 years. He died in 1875. Mr. and Mrs. Gangloff were the parents of seven children, as follows: Augusta, deceased; Charles, deceased; Ida, Connecticut; Henrietta, deceased; Mrs. Bradley; Augustus, New York; and Anna, Connecticut. To Mr. and Mrs. Bradley were born two children: Clayton L., married Sallie Lowrie, lives in Cleveland; and Abbie, deceased. She was a talented violinist, having been graduated from the Cincinnati Conservatory of Music in 1912 at the age of 22 years. She died in 1915.

Mr. Bradley and his family are well known in Ashtabula.

J. Edward Salgen has been a successful and well known business man of Ashtabula for many years. He was born in Finland, Dec. 18, 1862, and is the son of Henry and Krisline Salgen.

Henry Salgen and his wife spent their entire lives in their native land, Finland, and are both now deceased. He died in 1923, at the age of 98 years, and his wife died in 1919. Mr. and Mrs. Salgen had six children, as follows: Victor, Olga, Kate, Julia, one deceased, and J. Edward, the subject of this sketch.

J. Edward Salgen was the only member of his family to come to this country. He came here in 1890 and located at Ashtabula Harbor, where he was employed in a grocery store for 10 years. Mr. Salgen then engaged in business for himself at his present location, 24 Oak Street. He carries a general line of hardware, kitchen utensils, glassware, china-ware, wall paper, paints, etc., and his store is known as the Racket Store. Mr. Salgen owns his business block, a fine brick building.

Mr. Salgen organized the Hiemina Band over 30 years ago at Ashtabula Harbor. Originally there were 14 members and at the present time

it is a band of 40 pieces and is widely known throughout the country. Its first leader was William Pingham, and George Wohlstron is the present director. Mr. Salgen plays the clarinet and saxophone and is a talented musician.

Mr. Salgen was first married to Miss Amanti Wannberg, a native of Finland, and to this union two children were born, Alpha and Olive, both deceased. He was later married to Miss Aina Piana, also a native of Finland, who came to this country alone 15 years ago and settled in Boston, Mass. The following year she came to Ashtabula.

Mr. Salgen holds membership in the Finnish Church and belongs to the Modern Woodmen of America. He stands high in the community and has many friends and acquaintances.

H. P. Reed, builder of homes in Ashtabula, ranks among the well known and successful business men of Ashtabula County. He was born at Vernon, in Trumbull County, Ohio, Oct. 19, 1856, and is the son of James and Lovisa (Payne) Reed.

James Reed was a native of New York, born Oct. 6, 1821, and his wife, also a native of that state, was born in 1829. He was a farmer during his life and settled near Jefferson in Ashtabula County in 1861. Mr. Reed died June 30, 1888, and his wife died in 1861. They were the parents of the following children; Charles H., born June 14, 1847, married in 1868 to Harriet L. Hunt; Frank T., born July 24, 1852, married Anna M. Harris on Dec. 24, 1874, and they live at Detroit, Mich; H. P., the subject of this sketch; Helen, born Nov. 25, 1850, married Dec. 29, 1869, to W. G. McCartney, who is deceased and she lives at Columbus, Ohio; and Mary E., born Aug. 6, 1854, married on June 21, 1882, to James Fassett, both now deceased.

H. P. Reed was educated in the public schools of Jefferson and when a young man operated a blacksmith shop in partnership with Mr. Adams, which was known as Adams & Reed. Later, he removed to Ashtabula, where he engaged in the livery business with his brother, Frank Reed. After traveling for 12 years as a carriage salesman for the McFarland Carriage Company of Connersville, Ind., he resigned and engaged in the building business at Ashtabula. Since 1907 Mr. Reed has built 250 modern homes in Ashtabula.



H. P. REED

On Sept. 17, 1879, Mr. Reed was united in marriage with Miss Barbara Clark, a native of Canada, born in 1831, and the daughter of David and Amelia (Lang) Clark, the former a native of Scotland and the latter of Canada. Mr. Clark was born in 1831 and died in 1907. His wife died in 1917. They were the parents of the following children: Mrs. Reed; Robert, lives at Sharon, Pa., born in 1853, unmarried; Arthur E., born in 1860, married Ada Betters, lives at Piqua, Ohio; Emma, born in 1867, married Arthur Hamilton; Fannie, born in 1875, unmarried, Aitken, Minn.; and Nellie, born in 1878, unmarried, Sharon, Pa. To H. P. and Barbara (Clark) Reed one son was born, Howard, born Feb. 17, 1881, married in 1907 to Bertha Stephen, a daughter of David Stephen. Mr. Reed's son is engaged in the building business with him at Ashtabula.

Mr. Reed is identified with the Republican party in politics and is a member of the Congregational Church. He is prominent in Masonic circles and belongs to the Commandery, Knights Templar, the Consistory and Shrine at Cleveland.

C. L. Devereaux, a well known captain in the Ashtabula Fire Department, was born at Tidioute, Pa., Dec. 9, 1873, and is the son of Richard and Catherine (McGraw) Devereaux.

Richard Devereaux was born in Ireland and when a young man went to Canada, and in 1863 came to the United States and located in Pennsylvania, just at the time oil was being discovered in that state. He settled at Oil Creek and was interested in the oil business until the time of his death, in 1916. His wife, a native of Pennsylvania, died in 1914. Mr. and Mrs. Devereaux were the parents of eight children, as follows: Fred; C. L., the subject of this sketch; Mary, married C. J. Smith; Edward, married Miss Perry; Harry J., married Miss Sampson; William; Ethel, married A. J. Tubbs; and Grace, married A. E. Cridler.

C. L. Devereaux was reared and educated at Tidioute, and worked in the oil fields of Pennsylvania until 1893, at which time he removed to Ashtabula and settled at the harbor, where he was employed as an engineer on the docks until 1908. After spending three years with the Lake Shore Bridge Company, Mr. Devereaux joined the Ashtabula Fire Department. He was a member of the Topky Volunteer Department at Ashtabula Harbor, and in September, 1911, came to Ashtabula and became a member of the first paid department. The first fire truck to be

installed was a Robinson truck. Mr. Devereaux was made a captain of the department in February, 1912, which office he has since filled in a capable and efficient manner. During that year the volunteer department was disbanded and two more paid men added, making a total of six paid men. G. E. Ducros was chief of the department and served in that capacity until the city manager plan was installed, when that office was abolished. The Ashtabula Fire Department now has three trucks, and Station No. 1 is located at Park and Fisk Streets. It was completed in 1912, and in November, 1919, the platoon system was installed. There are two volunteer departments at Swedetown, known as the Humphrey Hose Company and the Nickel Plate Hose Company, on the west side of the city.

In 1918 Mr. Devereaux was married to Miss Clara Love, a native of Scio, Ohio, and the daughter of Dr. George B. and Mary (Miller) Love. Dr. Love is a dentist at Scio. He and his wife have three children: Clem; Mrs. Devereaux; and Ralph. Mr. and Mrs. Devereaux have no children.

Mr. Devereaux is a member of the Elks Lodge.

C. N. Royce, lumber dealer and pioneer business man of Ashtabula, was born on a farm in Lenox Township, Ashtabula County, May 2, 1848. He is the son of Jasper and Melinda (Chapin) Royce.

Jasper Royce was a native of Connecticut and came to this county in 1834, where he owned and operated a farm for many years. He died in 1867 and his wife died in February, 1863. Mr. Royce was married twice, his second wife being Melinda Chapin, a native of Massachusetts. To that union two children were born: Florence, married Frank Potter, and she died in 1869; and C. N., the subject of this sketch.

C. N. Royce was reared on his father's farm and received his education in the district schools. He engaged in farming in Lenox Township until 1885, at which time he removed to Jefferson and engaged in the lumber business. This business was known as Hart's Mill, and Mr. Royce became a leading lumberman of the county, and also was a wholesale dealer in West Virginia, Kentucky and Alabama. In 1909 he located in Ashtabula and with a company of men bought out the Ideal Hoop Company. Mr. Royce bought logs and lumber for the company, of which he was president. They manufactured hoops of various kinds and the plant

was known as the Ideal Hoop Mill, formerly known as the Ashtabula Hoop Mill. In 1921 the plant was sold to Dodge Brothers. Mr. Royce is now a director in the Harvard Lumber Company of Cleveland. He lives at 162 Prospect Street, Ashtabula.

Mr. Royce was one of the organizers of the Jefferson Banking Company of Jefferson and served as president of that institution from the time of its organization until 1909. He is also a director in the First National Bank of Jefferson.

In 1870 Mr. Royce was united in marriage with Miss Rilda E. Dodge, who was born in Lenox Township, Ashtabula County, and the daughter of Edward R. and Harriet (Groves) Dodge, natives of Massachusetts and early settlers of Ashtabula County, and both now deceased. Mrs. Royce died Oct. 10, 1921, and is buried at Jefferson. To C. N. and Rilda E. (Dodge) Royce two children were born: Amy, married Robert Rose, of Williamsfield, Ohio, and they have two children, Elizabeth and Florence; and Nell, married in February, 1924, to Oscar Olson, of Ashtabula Harbor, Ohio.

Mr. Royce is a Republican, a member of the Methodist church, and belongs to the Independent Order of Odd Fellows. Mr. Royce and his family are highly esteemed members of their community, and the Royce name has stood for high ideals and progress ever since the pioneer days, when it was first known in this part of Ohio.

Simon Huhta is a progressive and enterprising merchant of Ashtabula, where he owns a confectionery store at 73 Oak Street. He is a native of Finland, born Sept. 10, 1883, and the son of Eric and M. Huhta, natives of Finland, both of whom are now deceased. Mr. and Mrs. Huhta had three children: Anton, Charlie and Simon, the subject of this sketch.

Simon Huhta came to the United States alone when a young man and settled at Ashtabula Harbor, where his two brothers had located before him. He was a brick mason by trade and worked at the docks three and one-half years. In March, 1915, he purchased the confectionery business of his father-in-law, Oscar Lintala, mention of whom is made below.

Mr. Huhta was married in 1906 to Miss Elizabeth Lintala, also a native of Finland, and the daughter of Oscar and Mary (Bukkimen) Lintala. The Lintala family came to this country in 1890 and located at

Ashtabula Harbor, where Mr. Lintala engaged in business. After conducting his business at 77 High Street for seven years, he moved to 23 Oak Street, and several years later built the present place of business at 73 Oak Street. Mr. Lintala died Nov. 10, 1914, and the following March Mr. Huhta took over the business, which he has since conducted in a successful manner. There were the following children in the Lintala family: Sophia, deceased; Minnie; Stella, deceased; Mrs. Huhta; Ida; Jack, deceased; Aino, deceased; and Hilda, now living with her mother. Mr. and Mrs. Huhta have had three children, as follows: Toivo, born March 8, 1907, was graduated from Ashtabula Harbor High School in 1924; Elizabeth, born May 4, 1916, died March 25, 1918; and Viola, born March 13, 1919.

Mr. Huhta and his family are members of the Finnish Lutheran Church, and he belongs to the Modern Woodmen of America.

W. A. Savage, retired, has been a prominent citizen and successful business man of Ashtabula for many years. He was born in New York, April 20, 1857, and is the son of Augustus and Ann (Maltby) Savage.

Augustus Savage was a native of France, and when a young man left his native land and settled in Quebec, Canada, where he learned the shipbuilder's trade. He later lived in Montreal, and in 1850 removed to this country and located at Ogdensburg, N. Y., where he married and spent the remainder of his life. He died in 1898. Mr. and Mrs. Savage were the parents of the following children: W. A., the subject of this sketch; George, died at the age of 40 years; Jennie, deceased, was the wife of I. Davis; Hattie, married J. Davis, lives in St. Louis, Mo.; Edith, lives in St. Louis, Mo.; Bertha, deceased; and Charles, who lives at Piqua, Ohio.

After attending the public schools of New York, W. A. Savage came to Cleveland and entered the employ of the Standard Oil Company, where he remained six years, after which he came to Ashtabula and became associated with Snyder & Son. Mr. Savage became general superintendent of the Ashtabula Shaft and Pole Company, which was later known as the Pioneer Shaft and Pole Company. After spending some time at Cairo, Ill., Mr. Savage returned to Ashtabula. He was connected with this company for 43 years and later spent nine years with the Ashtabula Bow Socket Company, where he had charge of the box department. In 1907

Mr. Savage retired from active business and purchased 18 acres of land near the North Ridge Road, east of Ashtabula, which he allotted and sold. Originally he owned 70 lots, and now has but 18 left. Mr. Savage owns other valuable property in Ashtabula County and has made many careful investments.

At the age of 23 years Mr. Savage was married to Miss Mary Cunningham, a native of Cleveland, and the daughter of Hugh and Mary Cunningham, natives of Ireland. No children were born to this union. Mr. Savage was later married to Miss Lavanchie Lockwood, who was born in Ashtabula, the daughter of Riley and Cornelia Lockwood. Mrs. Savage died several years ago, leaving one daughter, Jennie, the widow of Roy Sterling, and she now lives with her father.

Mr. Savage is an independent voter. He holds membership in the Presbyterian Church and is among the highly esteemed citizens of Ashtabula County.

Charles Dalin is a prosperous farmer and fruit grower of Ashtabula County. He is a native of Sweden, born April 1, 1879, and the son of August and Sophia (Johnson) Dalin.

August Dalin spent all his life in Sweden and is now deceased, as is also his wife. He was a carpenter by trade. There were seven children in the Dalin family, as follows: Charles, the subject of this sketch; Oscar, died in England; Anna, married Alfred Elmgreen, lives in Portland, Ore.; Arvid, married Ethel Nordgreen, lives at Harpersfield, Ohio; Olof, deceased; Axel, Sweden; and Eric, in Sweden.

Charles Dalin was reared and educated in his native land and at the age of 17 years came to this country and settled in Mercer County, Pennsylvania, where he was employed in the coal mines of the Mercer Iron and Coal Company and the Fayette County-Johnson Coal Mines. In 1899 he came to Ashtabula Harbor and was employed at the docks and by the New York Central Railroad. Mr. Dalin purchased his farm of 40 acres in 1919 and since that time has devoted himself to the raising of fruit. He has a well improved dairy farm also, and sells his dairy products in the city of Ashtabula.

In 1901 Mr. Dalin was united in marriage with Miss Mary Peterson, a native of Ashtabula, and the daughter of Andrew and Anna (Erickson) Peterson, natives of Sweden. Mr. Peterson is among the earliest settlers of Ashtabula from Sweden, having come here in 1871. His wife died in

1920. To Mr. and Mrs. Dalin one daughter has been born, Clara, a graduate of Ashtabula High School and the normal school at Kingsville, Ohio, and attended Athens College. She is now teaching in the schools of Saybrook, Ohio.

Mr. Dalin and his family hold membership in the Swedish Lutheran Church and he belongs to the Eagles, the Loyal Order of Moose and three Swedish societies. He has an extensive acquaintance in Ashtabula County and is recognized as a dependable citizen.

Cyrus M. Beebe, who is successfully engaged in dairy farming and gardening, is a well known citizen of Ashtabula County. He was born in Dodge County, Nebraska, July 17, 1860, and is the son of Chauncy and Mary (Scott) Beebe.

Chauncey Beebe was a native of New York, as was also his wife. At an early date they removed to Nebraska and settled near Omaha, where Mr. Beebe followed his trade as carpenter. He died near Jefferson, Ohio, a number of years after his wife's death in Nebraska. Mr. and Mrs. Beebe were the parents of four children, as follows: Cyrus M., the subject of this sketch; Emma, widow of Ed Lawrence, Omaha, Neb.; Elsie, unmarried, lives with her brother, Cyrus M.; and Leslie, who lives in Nebraska.

Cyrus M. Beebe received his schooling in the schools of Fremont, Neb., and when a boy clerked in his father's store. In 1895 he came to Ohio and settled at Jefferson, where he remained until 1910, at which time he purchased his present farm of 40 acres near Ashtabula. Mr. Beebe raises berries extensively and is also interested in dairying.

In 1895 Mr. Beebe was united in marriage with Miss Agnes Knapp, a native of Austinburg, Ohio, and the daughter of Irving and Nancy (McMillan) Knapp, the former a native of Andover, Ohio, and the latter of Belfast, Ireland. She was a direct descendant of Mary Queen of Scots. Mr. Knapp was a successful farmer of Ashtabula County for many years and died Nov. 6, 1897. His wife died in 1892. To this union three children were born, as follows: W. G., married Laura Tallman, lives at Austinburg, Ohio; Alice, married O. R. Blanchard, lives in Nebraska; and Mrs. Beebe. Mr. Knapp was married a second time to Miss Celestia Mosier. To Mr. and Mrs. Beebe have been born five children, as follows: Alice, married Alexander Emery, lives in Ashtabula Township, and they

have two children, Archie Leroy and Agnes Garrie; one child died in infancy; Chauncey, lives at home, and is employed at the Ashtabula Steel Plant; Theodore Charles, lives at home and is employed in the steel plant; and Olive Agnes, lives at home.

Mrs. Beebe graduated in 1893 at Grand River Institute of Austinburg, Ohio. She began teaching school in Ashtabula County. She went to Nebraska after her graduation and taught school in Dawes County, Nebraska, for two terms.

Mr. Beebe and his family are members of the Presbyterian Church of Ashtabula and are favorably known in Ashtabula County.

Joseph E. Cook is a farmer and stockman and a member of one of Ashtabula County's prominent pioneer families. He was born on the farm where he now lives in Ashtabula Township, Feb. 3, 1862, and is a son of Joseph R. and Lucy (Bartram) Cook.

The Cook family originally came from New York. Erastus Cook, grandfather of the subject of this sketch, settled on the present Cook farm in Ashtabula Township in 1809. He was the son of Philip Cook, who owned a mill near Albany, N. Y., on the Hudson River. Erastus Cook had five children: Silas; Joseph R., the father of the subject of this sketch; Amanda, married Lord Scarsdale of England; Althia Laura, married C. Strong, deceased; and Marion, deceased, was the wife of Dr. Daniel Spencer.

Joseph R. Cook was a lawyer and practiced in Ashtabula from the time he was 18 years old until he was 53. He was married to Lucy Bartram, who was born in New York and came to Ashtabula County in 1841, at the age of nine years. Her father kept a tavern near where Dr. Coleman's residence now stands, in East Ashtabula. To Joseph R. and Lucy (Bartram) Cook seven children were born, as follows: Charles, died at the age of four years; Fannie, deceased, was the wife of P. C. Wilcox; Alice Isabel, married first to C. A. Mann, and later to Walter Clark, and is now a widow living in Cleveland; Charles R., died in July, 1916; Jennie J., married E. S. Willing, lives in Florida; Joseph E., the subject of this sketch; and Mack R. of Ashtabula.

Joseph E. Cook was educated in the schools of Ashtabula and attended New Lyme Institute. He began the study of law with R. W. Calvin of Ashtabula, but after three years was forced to give up the

study on account of poor health. Mr. Cook then traveled for seven years as a representative of Church Bros., nurserymen. He later returned to the home place in Ashtabula Township, where he has since lived.

In 1895 Mr. Cook was married at Meadville, Pa., to Miss Pearl Dearborn, the daughter of George and Silanda (Barnes) Dearborn, who were the parents of the following children: Sarah, married Frank Smith; May and Herbert, deceased; and Mrs. Cook. To Mr. and Mrs. Cook have been born three children: Silanda, who was graduated from Ohio State University in 1919, now teaches school at Toledo, Ohio; and Philip E. and Georgia Althea, both at home.

Mr. Cook has in his possession a copy of a newspaper called the "Trump of Fame", which was published at Warren, Ohio, in 1813.

Mr. Cook is one of the substantial citizens of the community, for the Cook name has always stood for community development and improvement.

William Gape, a substantial and highly esteemed citizen of Ashtabula, was born near London, England, July 23, 1852, and is the son of Charles and Martha (Newberry) Gape.

Charles Gape was an officer in the English army for 21 years and died in India while in service. His wife died in Liverpool, England, in 1873. Mr. and Mrs. Gape had four children: Joseph, married Sarah Barker, and he is now deceased; Frederick, deceased, was a captain on a sailing vessel and died upon his arrival in Africa; William, the subject of this sketch; and Charles, deceased.

William Gape received his education in the schools of his native land and in 1869 came to the United States and located at Cleveland, where he was employed as a laborer for a short time. In 1873 he was employed in the Cleveland city fire department at engine house No. 10, then at 105th street, as hose carriage driver until 1875. He then entered the mercantile business there and remained in Cleveland until 1876, at which time he removed to Andover where he farmed until 1882. In 1882 Mr. Gape became connected with the Lake Shore Railroad and was a brakeman and later a conductor. He was in the employ of that railway about 28 years. In 1913 he engaged in business at Ashtabula, where he has since lived. Mr. Gape is a notary public and justice of the peace, and he also writes all kinds of Insurance in connection with the real estate business. He lives at 182 Prospect Street.



WILLIAM GAPE

On Dec. 25, 1875, Mr. Gape was married to Miss Ida May Ainger, a native of Pennsylvania, born July 22, 1853, and the daughter of C. D. and M. (Brainard) Ainger. Mrs. Ainger was the daughter of Dr. Brainard, well known pioneer physician of Sandusky, Ohio. Mr. and Mrs. Ainger were the parents of the following children: Florence, deceased; Milo; Mrs. Gape; Kate, deceased; Charles E., deceased; Jessie B., lives at Ashtabula; and a half brother, P. D. Ainger, lives in Cleveland. C. D. Ainger was married a second time to Miss Myra Barber, a native of Pennsylvania. To William and Ida May (Ainger) Gape four children have been born, as follows: Clara, married Herbert Williams an attorney of Ashtabula, and they have two children, Martha and Arthur C.: Arthur, born in 1880, married Miss Louise Knight, and they have two children, Charles Nugent and Maxine lives in Ashtabula, where he is a druggist; Ida May, married Leland H. McLenagan, lives at Ashtabula, and they have two children, Ruth and Florence; and Fannie, married Roy Miller, lives in Ashtabula; they have no children.

In politics Mr. Gape is identified with the Republican party and he and his family hold membership in St. Peter's Episcopal Church. The Gape family is one of the well established and well known families of Ashtabula County.

Harry G. Young, a leading fruit farmer of Ashtabula County, is a member of one of the county's honored pioneer families. He was born in Ashtabula, Oct. 12, 1880, and is the son of Addison and Emily (Simons) Young.

Addison Young was born in Beaver County, Pa., in 1842, the son of James and Nancy Young. He was a bookkeeper for the New York Central Railroad for several years and also taught school in Lawrence County, Pa. On account of poor health Mr. Young decided to engage in farming and farmed until the time of his death in 1905. He was a Civil War veteran, having enlisted with Company I, One Hundred Thirty-fourth Pennsylvania Volunteer Infantry. Mr. Young was too young to serve in the army, but after enlisting three times was finally accepted and served for nine months.

Emily (Simons) Young was born near Williamsfield, Ashtabula County, Ohio, in 1846, and was the daughter of Henry Simons, who settled at Williamsfield when he was five years of age, his parents having purchased a farm there. Mr. and Mrs. Young, who were married in 1868,

were the parents of two children: Edna, married Perry Smith, lives in Ashtabula, and they have seven children, Luida, Luella, Lucile, R. J., Luelda, Addison, and Perry, Jr.; Harry G., the subject of this sketch. Mrs. Young had one brother, Norris W. Simons, who died in March, 1916.

Harry G. Young was reared and educated in Ashtabula and now lives with his mother. He is unmarried. Mr. Young raises fruit and berries extensively and has a well improved farm.

In politics Mr. Young is identified with the Republican party. He is a member of the Methodist Church and is well liked in Ashtabula and the surrounding community.

William H. Shaylor, who now lives retired on his farm in Ashtabula Township, is a member of one of the county's well known pioneer families. He was born on the farm where he now lives, Oct. 10, 1863, and is a son of Lucien Kellogg and Diana (Brown) Shaylor.

Lucient Kellogg Shaylor was born in Ashtabula, Nov. 22, 1833, the son of Israel Goodrich Shaylor, who was one of Ohio's earliest settlers. The latter was a ship carpenter by trade and died in 1888. His son, Lucien Kellogg Shaylor, conducted a saw mill in Duluth, Minn.; he returned to Ashtabula County in 1857 and conducted a saw mill here and later engaged in farming. He died Dec. 31, 1895. His wife died Oct. 13, 1881. To Mr. and Mrs. Shaylor five children were born: L. B., lives at Girard, Ohio; Alice, married Ralph Shepard, Madison, Ohio; Mary, married William Force, East Cleveland; William H., the subject of this sketch; and Nellie, married Edward Force, East Cleveland.

William H. Shaylor received his education in the public and high schools of Ashtabula and has always lived on the same farm, which was purchased by his father more than 50 years ago. For a number of years he was extensively engaged in the dairy business.

In 1883 Mr. Shaylor was married to Miss Anna Phillips, a native of Middlefield, N. Y., and a daughter of B. R. and Permelia (Balch) Phillips, who came to Ashtabula County in 1867 and settled at Rock Creek. Mr. and Mrs. Phillips, now deceased, had four children: John, Mrs. Shaylor, Charles and George. To William H. and Anna (Phillips) Shaylor four children have been born, as follows: Lena, married Harry Whelpley, lives at Ashtabula, and they have two children, Harold and Louise; Clyde, was born in 1889, is a graduate of Ashtabula High School and the Uni-

versity of Michigan, now practices law in Ashtabula, married May Woodworth, and they have two children, Laura and Ida; Howard, born in 1891, lives on the adjoining farm, married Mary Beidler, and they have one child, Marion; and L. K., born in 1900, employed in the Ashtabula post-office.

Mr. Shaylor is a Republican and has been a member of the school board for 25 years. He belongs to the Modern Woodmen of America. He is an excellent citizen and merits the high esteem in which he is held by his community.

David A. Leininger, a prominent farmer and stockman of Ashtabula County, was born on a farm near Columbia City, Ind., Dec. 31, 1867, and is the son of George and Sarah (Huff) Leininger.

George Leininger came to this country from Germany with his parents when he was two years old and lived in Mercer County, Ohio, for a number of years. He was an extensive fur dealer and later lived in Columbia City, Ind., having moved there shortly after the Civil War. He died in 1918 at the age of 94 years, and his wife, who was a native of western Pennsylvania, died in 1923. Mr. and Mrs. Leininger had five children, as follows: Elfie, married M. Harshner, Burkett, Ind.; David A., the subject of this sketch; Margaret, married David Manges, Fort Wayne, Ind.; Silas E., lives near Columbia City, Ind.; and Elizabeth, deceased. By a former marriage Mr. Leininger had four children: John C., Julius B., William H., and George. His wife was Elizabeth Broom, a native of Ohio, and a relative of "John Appleseed", one of Ohio's first apple buyers, whose real name was Chapman.

David A. Leininger was educated in Columbia City, Ind., and when a young man learned construction work, and in 1889 entered the employ of the Western Union Company, where he served as foreman for 14 years. Later he was associated with the Ashtabula Telephone Company for 14 years, and in 1910 he purchased his present farm of 105 acres in Ashtabula Township, where he now lives. He specializes in dairy farming and has an up-to-date farm on South Ridge Road, near Ashtabula. This was originally the Austin J. Smith farm, and the residence, which is of brick, was built more than 40 years ago.

In 1899 Mr. Leininger was united in marriage with Miss Carrie Galbraith, a native of North Kingsville, Ohio, and the daughter of Samuel and Josephine (Randall) Galbraith, the former a native of Missouri and

the latter of Pennsylvania. Mr. Galbraith was a farmer in early life and later followed the carpenter trade. He now lives retired with the Leininger family. His wife died in 1913. Mrs. Leininger is their only child. To Mr. and Mrs. Leininger one daughter has been born, Bonita Mae, now a student at Oberlin College. She was born Jan. 7, 1906.

Mr. Leininger is a Republican, a member of the Presbyterian Church, and belongs to the Masonic Lodge and Grange. He and his family are highly respected citizens of the community and have many friends.

Samuel T. Harris, assistant manager of the American Fork and Hoe Company, of Ashtabula, was born in Ashtabula, June 22, 1887, and is the son of Samuel R. and Cora (Thomas) Harris. Samuel R. Harris, deceased, was a leading citizen of Ashtabula County for many years. He was a native of Ashtabula and was one of the organizers of the Ashtabula Tool Company and served as president. Mr. Harris died April 22, 1922, and his wife, a native of Rhode Island, died June 24, 1923. They had two children: Charles, who died in Ashtabula in 1919; and Samuel T.

Samuel T. Harris received his preliminary education in the public and high schools of Ashtabula, and in 1911 was graduated from Cornell University. He then became connected with the American Fork and Hoe Company. Mr. Harris is at present assistant manager of the company, which ranks among the leading business enterprises of Ashtabula. The Harris home is at 127 Prospect Street, and was built by Mr. Harris' father.

In 1915 Mr. Harris was united in marriage with Miss Margaret Cummins, the daughter of J. D. and Mary (Risdon) Cummins, of Conneaut. Mr. Cummins is the founder of the Cummins Canning Company of Conneaut. To Samuel T. and Margaret (Cummins) Harris two children have been born: Richard C., born in 1916; and S. T., Jr., born in 1921.

Mr. Harris is a member of the Presbyterian Church.

Mrs. Martha Barrett, one of Ashtabula County's prominent and highly esteemed women, is a native of the county where she has spent her entire life. She was born at Ashtabula Harbor, July 30, 1865, and is the daughter of Capt. Marshall and Jane (Jeffords) Wright.

Capt. Marshall Wright, a well known lake captain for many years, was the son of Jesse Wright, one of Ohio's first settlers. The latter came

to Ashtabula County from Connecticut and located at Wrightville, now Saybrook, where he engaged in general farming. Later he removed to Ashtabula Harbor, where he reared his family. His son, Marshall, was married to Jane Jeffords, a member of a prominent pioneer family of Ashtabula County. The Jeffords lived at Rock Creek, Mrs. Barrett's grandmother having settled there after the death of her husband, Henry Eber Jeffords, who died at Rock Creek, Ohio, after serving in the Civil War. Two of his sons, Jefferson and John, also served in the Civil War; they are both deceased. To Captain and Mrs. Wright three children were born: Jesse and James M., both deceased; and Martha, the subject of this sketch.

Martha Wright was married in 1883 to Charles H. Barrett, a native of England, and the son of Henry and Lavinia (Lawrence) Barrett. The Barrett family came to the United States with James Lawrence, a draftsman, who came to this country to take charge of the laying out of Central Park in New York City. Mr. Barrett was also a surveyor and was in the employ of the United States government for 14 years. In 1882 he came to Ashtabula Harbor and had charge of government work there two years, and then purchased a farm of 25 acres on South Ridge Road, in Ashtabula Township, where his wife now lives. He died in February, 1914. To Mr. and Mrs. Barrett were born three children: Harry E., born in 1885, employed by the Pennsylvania Dock Company at Ashtabula Harbor; Louis, who died at the age of 13 years, and Lawrence, born in July, 1906, a student.

Mr. Barrett was a member of the school board for nine years. His wife holds membership in St. Michael's Mission, which is now known as Grace Memorial Church.

Frank C. Latimer, retired, is a substantial citizen of Ashtabula County, and a member of one of Ohio's well known pioneer families. He was born at Rock Creek, Ohio, April 16, 1868, and is the son of Victorian and Hattie (Morris) Latimer.

Victorian Latimer, deceased, was a veteran of the Civil War. He was born on a farm in Morgan Township, and was a son of William and Coresta (Reed) Latimer, the former a native of Massachusetts, and the latter of Connecticut. In 1818 the Latimer family came to Ashtabula County, where William Latimer died in 1870. His son, Victorian, served throughout the Civil War with the Eighty-seventh Regiment and was

taken prisoner at Harper's Ferry, on Sept. 18, 1862. After the close of the war he returned to Ashtabula County, and engaged in the mercantile business in Ashtabula for a number of years. He died in 1911 and his wife died in 1906. They were the parents of two children: Lena, born May 8, 1866, married P. C. Remick, of Ashtabula, and she died May 10, 1922; and Frank C., the subject of this sketch.

Frank C. Latimer spent his boyhood in Ashtabula and was educated at Hiram and New Lyme, Ohio. He then engaged in the livery business at Rock Creek at the age of 16 years, and after being located there for seven years, removed to Ashtabula, where he engaged in the same business. Later he spent 10 years in Cleveland, and at the time of his retirement, in 1910, he located on his present farm of 30 acres on North Ridge Road, Ashtabula. In 1909 he erected a modern bungalow. He owns the Latimer block, on Main Street, south of the Ashtabula Hotel. He also owns a home in Florida and spends the winters there.

In 1886 Mr. Latimer was united in marriage with Miss Agnes Bartram, who was born at East Trumbull, and the daughter of Harvey and Lorene (Kellogg) Bartram. The Bartram family is among the early families of Ashtabula County, having come here from Connecticut. Harvey Bartram was also a Civil War veteran, having served in Company K, Sixth Ohio Cavalry. His father served in the War of 1812. Mrs. Latimer's father died at East Trumbull in 1901, and her mother now resides in Ashtabula. They had two children: Edith, married C. C. Brenneman; and Mrs. Latimer. To Mr. and Mrs. Latimer one daughter was born, Margaret, who is the wife of Dr. George E. Springer of Ashtabula. They have a son, George E., Jr.

Mr. Latimer is affiliated with the Knights of Pythias and the Elks Lodge. He has always been a prominent member of his community and highly esteemed by all.

S. I. Carney, a successful farmer and stockman of Plymouth Township, was born at Silver Hill, in Wetzel County, W. Va., Nov. 23, 1868. He is a son of Hiram and Helen (Reiter) Carney.

Hiram Carney, who now lives retired in West Virginia, was born at Silver Hill, and for many years was a prosperous farmer. His wife, who is deceased, was a native of Germany, and a member of one of Wetzel County's well known families. To Mr. and Mrs. Hiram Carney five children were born: S. I., the subject of this sketch; Laura, the widow of

Asa Franklin; Lucy, deceased; Frank, deceased; and Ola, married S. M. Wingett.

S. I. Carney grew up on his father's farm in West Virginia and, after attending the district school, studied shorthand at the University of Lexington. He is a certified shorthand teacher and taught the Ben Pitman system for a year, after which he was engaged as a court reporter at Weston, W. Va. He later went to Cleveland, where he was associated in business with the Muhlhauser Woolen Mills Company for two years. Since March, 1902, Mr. Carney has lived on his present farm in Plymouth Township, which contains 100 acres of good farm land. This was originally the George Topper farm, and is one of the well improved farms of Ashtabula County.

In 1897 Mr. Carney was married to Miss Eliza Mullady, a native of Lewis County, West Virginia, and the daughter of James and Mary (Doyle) Mullady, natives of Ireland. Mr. Mullady died in 1895 and his wife died the following year. They were the parents of 11 children: Thomas, deceased; Mary, John, and Hannah; Margaret, deceased; James, Peter, Eliza, Ellen and Catherine. To Mr. and Mrs. Carney three children have been born: Bernard Richard, Leo C., and Mark.

In politics Mr. Carney is identified with the Republican party, has served as township treasurer for ten years, president of the board of trustees, and member of the board of education. His family are members of Catholic Church of Jefferson, and are well known in Ashtabula County and have many friends.

Charles Potti, a well known and successful business man of Ashtabula, was born at Laihia, Finland, in 1871, the son of Thomas and Mary (Marcy) Potti, both of whom are now deceased.

Thomas Potti died in Finland in 1903, and his wife died in 1892. They were the parents of the following children: Fiina Wirtanen, lives in Finland and has three children, Bertha, Sovus and Leonard; Hilda Tobason, lives at Conneaut; and Charles, the subject of this sketch.

Charles Potti spent his boyhood in Finland and was educated in the public schools there. After coming to this country he located at Ashtabula Harbor, where he worked on the docks for five years. He then purchased a store in Conneaut and later his present business in Ashtabula Harbor. Mr. Potti carries a complete line of dry goods and has an ex-

tensive trade. He was one of the organizers of the Conneaut Shovel Company, which is one of the largest companies of its kind in the world.

Mr. Potti was married to Miss Aina Kaukenen and they are the parents of the following children: Noah, born in 1911; Morris, born in 1913; Maija, born in 1915; Charles, born in 1918; and four children deceased.

Mr. Potti is a Republican and a member of the Lutheran Church. He is vice consul of Finland and vice president of the Ashtabula Harbor Savings and Loan Company. He has served two terms as a member of the Conneaut City Council.

Mr. Potti is among the progressive and enterprising citizens of his community.

G. R. Harley, who is successfully engaged in the hardware business with his brother in Geneva, is a prominent and substantial citizen of Ashtabula County. He was born in Saybrook Township, March 10, 1876, and is the son of George and Fannie (Holmes) Harley.

George Harley was born in England, Dec. 22, 1841, and came to this country with his parents when he was 10 years of age. He was the son of Job and Elizabeth (Pegs) Harley, pioneers of Ashtabula County. There were five children in Job Harley's family, of whom George was the oldest. He became a leading farmer of Saybrook Township and was a veteran of the Civil War. He died July 26, 1923, and his wife died Jan. 8th of the same year. She was born in Saybrook Township in 1839 and was the daughter of George and Maria Holmes, natives of England and early settlers of Ashtabula County. To George and Fannie (Holmes) Harley the following children were born: Marie, died March 1, 1923, was the wife of Charles Chaffee of Madison, Ohio; Maria, the widow of Frank Rhodes, lives on the old home place in Saybrook Township; Truman, lives in San Francisco, Calif.; G. R., the subject of this sketch; and D. D., his business partner.

G. R. Harley was reared on the home place at Neviah Beach, Saybrook Township and received his education in the district schools. He began life as a farmer, but in 1903 entered the employ of W. H. King, hardware dealer of Geneva. In 1913 Mr. Harley, with his brother, D. D. Harley, formed a partnership, which is known as Harley Brothers. They carry a complete line of hardware and implements and rank among the leading merchants of the county. They handle stoves, doors, paints, oils and are contractors for



G. R. HARLEY

heating, tinning, roofing and plumbing. The trademark of the company is "Harley Brothers Hardware for Hardwear."

On July 13, 1905, Mr. Harley was united in marriage with Miss Lulu Hill, who was born in Geneva, March 1, 1881, and the daughter of Rowland and Maria (York) Hill, the former a native of Pennsylvania and the latter of England. Mr. Hill was one of Geneva Township's most extensive farmers and large land owners. Mr. and Mrs. Harley have two children, Rowland and Raymond, both at home.

Mr. Harley is a Republican and a member of the Methodist Church. He is a member of the church choir and also of the Hayden Quartet of Ashtabula, which is well known throughout the community. Mr. Harley is a member of the Rotary Club of Geneva, Ohio.

R. C. Humphrey, who is successfully engaged in the real estate business in Ashtabula County, is a substantial citizen of the community. He was born at Ashtabula Harbor, March 26, 1851, and is the son of William and Jeanette (Roberts) Humphrey.

William Humphrey was born in Austinburg Township, Ashtabula County, the son of Ambrose Humphrey, a native of Connecticut, who settled in Austinburg in 1801. He built the first mill in Ashtabula County at Austinburg, and died in 1850. To Ambrose Humphrey the following children were born: William, father of the subject of this sketch; Solomon, Milton, Moses, Nancy, Samuel, Eliza, Emelius, Henry, Nelson and George. To William and Jeanette (Robertson) Humphrey seven children were born, as follows: Edwin, Anne, Ellen, and Alfred, all deceased; R. C., the subject of this sketch; Ruth and Fred, deceased.

R. C. Humphrey was reared and educated at Austinburg and for a number of years was superintendent of the Ashtabula Gas Works. He is now engaged in the real estate business and lives just outside Ashtabula, in Plymouth Township.

On Feb. 18, 1874, Mr. Humphrey was married to Miss May E. Castle, a native of Ashtabula, and a daughter of Henry B. and Eunice (Smith) Castle, the former a native of Sheffield, Ohio, and the latter of Springfield, Pa. When Mrs. Humphrey was three months old her mother died, and her father was later married to Miss Christine Morrison. To this union the following children were born: Sarah, Frank, Charles, Fred, Alex, and Morris. To R. C. and May (Castle) Humphrey seven children have been

born, as follows: Jeanette, born Jan. 13, 1875, married Dr. W. H. Booth, and they have one child, Leland H. Booth, born June 26, 1901; William, born Feb. 28, 1878, married Helen Snow, and they have one son, William Humphrey, Jr., born Oct. 26, 1906; Edwin, born July 25, 1880, married Nellie Bower, and they have seven children, Jeanette, born in 1904, Edwin, born in 1906, Muriel, born in 1908, Ralph, born in 1910, Russell, born in 1912, Eunice, born in 1915, and Hazel, born in 1916; Russell C., born Aug. 5, 1882, married Zoe Hine, and they have three children, Nelson, born in 1919, Howard, born in 1920, and Lucia May, born Aug. 12, 1922; May Eunice, born June 15, 1884, married Edward P. King, of Painesville; Alfred, born Feb. 28, 1886, married Bernice Nowe, and they have four children, Charles A., born in 1913, Frank N., born in 1915, Robert, born in 1917, and Alfred, Jr., born in 1919; and Maud, born Sept. 15, 1895, married Harold Hoffard, and they have one child, Mary Elizabeth, born in 1920.

Mr. Humphrey is a Democrat and has served as city councilman and school director. He is a member of the Congregational Church, and the Humphrey family stand high in the community.

Dr. Roland E. Galvin is among the enterprising and well known dentists of Ashtabula County. He was born in Buffalo, N. Y., Aug. 5, 1891, and is the son of John and Margaret (Leary) Galvin.

John Galvin, deceased, was a well known building contractor of Buffalo for many years, where his widow now resides. They were the parents of three children, as follows: Dr. John F., a dentist, lives in Rochester, N. Y., married Ruby A. Merklinger, and they have one son, John; Alice K. Speich, lives in Buffalo, N. Y., and has one daughter, Jean Frances Speich; and Dr. Roland E., the subject of this sketch.

Dr. Roland E. Galvin spent his boyhood in Buffalo and attended the public and high schools there. After completing a course in dentistry at Ohio College, he began the practice of his profession at Rochester, N. Y., in the year 1915. On May 15, 1923, he removed to Ashtabula and opened an office in the Arcade, on Main Street, where he has an up-to-date and well equipped office.

Dr. Galvin was married to Miss Ruby A. Merklingen, a daughter of L. J. and Margaret (Ruby) Merklingen. Dr. Galvin is a member of the Catholic Church and a successful young man in his community.

Miss Viola B. Deuress, who is successfully engaged in the millinery business at Ashtabula, is among the highly esteemed women of the community. She is a native of Ann Arbor, Mich., and the daughter of C. C. and Catherine (Bovee) Deuress.

C. C. Deuress was a native of New Haven, Conn., born in 1846. He was engaged in the grocery business during his life and died at Ypsilanti, Mich., in 1916. His wife died there in 1906. They were the parents of three children, as follows: Emma, married Dr. N. M. Reed, who founded a hospital at Albuquerque, N. M., and is now deceased and his widow now conducts the hospital; Clyde, born Feb. 28, 1871, died in 1885; and Viola B., the subject of this sketch.

Miss Viola B. Deuress came to Ashtabula in 1904 and has been located in her present place of business at 245 Main Street since 1916. She is a Republican, a member of the Presbyterian Church, and belongs to the Eastern Star, the County Club Golf Club, the Chamber of Commerce, and is vice president of the school board. She holds membership in the Woman's Club and is chairman of the committee of the Woman's Club, is on its board of directors, and is treasurer of the Y. W. C. A.

Miss Deuress is well known in Ashtabula County and has many friends.

J. W. Laird, a well known and successful building contractor of Ashtabula, was born in Scotland, July 13, 1887, the son of J. G. and Jane (Whyte) Laird.

J. G. Laird was born in Scotland in 1864. He is a builder and has remained in his native land. His wife was born in 1864 and is also living in Scotland. Mr. and Mrs. Laird are the parents of the following children: J. W., the subject of this sketch; Alec, born in 1891, a builder, lives in Ashtabula, married Miss Jane Roland; John, born in 1893, also a builder in Ashtabula, married Mabel Hackett, and they have two children, Robert and John; Harry, born in 1895, married Miss Betsy Smith, lives in Ashtabula, and has one son, James; William, twin brother of Harry, married Ruth Hackett, lives in Ashtabula, and they have two children, William and Gordon; and Charles, married Margaret Mason, lives in Ashtabula, and they have no children; and Mary, lives in Ashtabula.

J. W. Laird grew up in Scotland and received his education in the public schools there. He came to this country in 1913 and engaged in the contracting business at Ashtabula, where he has since been located.

His brothers are associated in business with him and it is among the leading firms of its kind in the county. Mr. Laird employs about 40 men and has six trucks in operation. During the year of 1923 he did \$500,000 worth of business.

In 1914 Mr. Laird was united in marriage with Miss Elizabeth Livingston, also a native of Scotland, and they have one daughter, Margaret, who was born in 1920.

Mr. Laird is a member of the Masonic Lodge and belongs to the Congregational Church. He is also a member of the Chamber of Commerce and takes an active interest in the affairs of his community.

George E. Close, deceased, was a prominent business man of Ashtabula and the founder of The Electric Laundry Company, one of the city's leading industries. He was born in Sunderland, England, in 1862, the son of Edmund and Harriet Close, both of whom are deceased. There were four children in the Close family, as follows: George E., the subject of this sketch; Robert J., lives in Duluth, Minn., has five children, Robert, George, Harriet, Dorothy and Helen; Lily Close Sorensen, lives at Detroit, Mich., and she has a son, Edmund; and Harriet Close Morris, who died in 1919, leaving three children, Ada, Anna and George.

George E. Close was reared and educated at Port Huron, Mich., and in 1889 came to Ashtabula. The same year he organized the Close Laundry, which is now known as The Electric Laundry Company. It is one of Ashtabula's oldest and most substantial industries. After 14 years of business, Mr. Close's laundry burned and a new brick building was then constructed, which was burned four years later. In 1907 Mr. Close had erected the present building, which is located at the corner of Market and Joseph Streets. It ranks among the fine structures of the Harbor. In 1908 the business was incorporated as The Electric Laundry Company, and Mr. Close was elected president and general manager, which offices he held until the time of his death, April 16, 1916.

In 1888 Mr. Close was united in marriage with Miss Ana B. C. Burger, a native of Mt. Clemens, Mich., and to this union one child was born, George Edmund, who died in infancy.

Mrs. Close's parents, who are now deceased, were the parents of the following children: Louis A., lives in Cleveland; H. C., died Dec. 1, 1921; Mary Louise, who now lives with her sister, Mrs. Close; and Mrs. Close.

Mrs. Close assumed the operation of the laundry company at the death of her husband. She is treasurer and general manager. From a humble beginning 35 years ago, when the pay roll consisted of not more than two or three names, the industry has steadily grown until an average of 55 people are employed. From a little rowboat, which comprised the plant's sole delivery system, the delivery fleet has grown to a 30-foot gasoline launch and five Dodge automobile trucks. In connection with the laundry there is a dry cleaning establishment, which was installed in 1911. The Electric Laundry Company enjoys the distinction of having a large number of its old employes remain with it, one person being associated with the concern since 1891.

Mr. Close was a Republican and a member of the Second Congregational Church. He belonged to the Knights of Pythias and Royal Arcanum. Mr. Close was a director of the Ashtabula Chamber of Commerce, a director of the Marine National Bank, and for a number of years was a school director. He was a man esteemed in his community for his integrity and spirit of co-operation in all civic affairs.

Henry Archie Diehl, principal of the West End schools of Ashtabula, is a leading and influential citizen of Ashtabula County. He was born in Farmington, Trumbull County, Ohio, in 1876, and is the son of Howard and Charlotte (King) Diehl.

Howard Diehl, a native of Trumbull County, Ohio, followed blacksmithing during his life and is now deceased. His wife is also deceased. They were the parents of two children: Henry Archie, the subject of this sketch; and Mrs. A. M. Voorhees, lives at Kinsman, Ohio.

Henry Archie Diehl has always lived in Ohio. In 1907 he came to Ashtabula and was appointed principal of the schools of East Harbor, which position he filled until 1916. Since that time he has held his present position as principal of the West End schools of Ashtabula.

On April 10, 1904, Mr. Diehl was united in marriage with Miss Ella May Knapp at Gustavus, Ohio. They have three children, as follows: Carrol K., born May 7, 1905; Larue Pearl, born May 27, 1908; and Henry Archie, Jr., born July 13, 1911.

Mr. Diehl has an extensive acquaintance in Ashtabula County and is recognized as a dependable citizen.

E. L. King. One of the citizens of Ashtabula who has made his own way and built up a substantial business by his own initiative and enterprise is E. L. King, who is engaged in the summer resort and real estate business. He was born at Lima, Ohio, May 11, 1877, and is the son of Elias and Mary (Schaefer) King.

Elias King was born in Butler County, Pennsylvania, in 1856. He was a carpenter and millwright and spent most of his life at Lima, Ohio, and later lived in Cleveland. He died in 1918, and his wife, who was born in Ohio in 1857, died in 1919. They are buried in Lakeview Cemetery, Cleveland. Mr. and Mrs. King were the parents of the following children: Albert M., lives at Sidney, Ohio, married Elizabeth Barber, and they have two children, Dr. Robert and Florence; Harry H., lives in Cleveland, married Catherine P. Hicks, and they have three children, Evelyn, Mildred, and Buddy; Milton O., lives in Ashtabula, married Lena E. Ainsley, who died in 1922, and he has one daughter, Thelma; Earl M., lives in Cleveland, married Anna E. Brown of New York, and they have one daughter, Helen; Nora Elizabeth, died at the age of five years; and E. L., the subject of this sketch.

E. L. King spent his boyhood at Sidney, Ohio, and attended the schools there. From the age of 15 years Mr. King worked at various occupations, and at the age of 20 years he was employed by the Kinney & Levan Company of Cleveland as a city salesman. Four years later he became superintendent of the American Washboard Company, and later engaged in the millinery business in Cleveland. In 1913 he came to Ashtabula and purchased the lease of Woodland Park pleasure resort, which he has since operated. He then purchased 32 acres of pasture land lying west of Woodland Park through to Minnesota Street. This was purchased for \$12,000, against the advice of his many friends. A curved drive was cut through from Woodland to Minnesota Street and the property was allotted. It is known as Clifton Beach and is one of Ashtabula County's high-class subdivisions. Besides his many real estate interests, Mr. King operates Lake Shore Park and Walnut Beach, where bath houses and refreshment stands are located. There is also a tourist camp in connection with the parks. In 1921 the Ashtabula Chamber of Commerce was instrumental in having a steel mill locate there. A company was organized and Mr. King was elected Chairman of the campaign committee, and with the able assistance and hearty co-operation of 85 of the city's leading business men, \$825,000 worth of stock was disposed of in

10 days. The mill was completed the following year and is now operating successfully. The following men are associated with Mr. King in the Avondale subdivision: O. C. Topky, Fred R. Mosley, J. L. Laird, B. A. Roller, C. L. Shayler and E. L. King. The Avondale subdivision consists of 85 acres and was purchased from the Harmon estate. Another subdivision, Park View, was opened on Lake and State roads, which was rapidly developed. In 1922 Mr. King was elected vice-president of the Chamber of Commerce. His offices are located in the National Bank Building, on Main Street.

In 1898 Mr. King was married to Miss Mary Herrod, and to this union a son was born, Earl Lairdon, born Jan. 1, 1899. In 1922 Earl Lairdon King was married to Miss Catherine Frayer of Jefferson, and they had a daughter, Beverly Virginia, who died at the age of 2 years and was buried at Jefferson, Ohio. In 1910 Mr. E. L. King was married the second time to Miss Lillian A. White, a native of Cleveland, born Sept. 25, 1884. She is the daughter of Lemuel and Nancy J. White. Mr. White died in 1906, and his wife lives with her daughter, Mrs. King. On Nov. 28, 1912, twin daughters were born to Mr. and Mrs. King, Mabel T. and Marcia Helen. On Sept. 21, 1920, a son was born, Teddy Alton.

Mr. King is a Republican, a member of the Presbyterian Church of Sidney, Ohio, and he belongs to the Masonic Lodge, the Knights of Pythias, the Independent Order of Foresters and the Elks Lodge. In January, 1924, he was elected a director of the Marine National Bank of Ashtabula.

E. N. Tilton, who is engaged in the real estate business in Ashtabula, is among the successful and widely known business men of Ashtabula County. He was born in Rock Creek, Ashtabula County, in 1865 and is the son of Jacob and Harriet S. (Batchelor) Tilton.

Jacob Tilton was a native of New Hampshire and his wife was born in Massachusetts. At an early date they came to Ashtabula County and settled at Rock Creek. Mr. and Mrs. Tilton, now deceased, were the parents of the following children: Frank, lives in Ashtabula; Charles A., lives at Warren, Ohio; Jennie H., married Dr. H. N. Kinnear, and she died in China, where she and her husband had gone to do missionary work; Amy L., was the wife of B. F. Russell, deceased; E. N., the subject of this sketch; George R., deceased; C. T., lives at Painesville, Ohio; and Fred O., who died in 1916.

E. N. Tilton spent his boyhood at Rock Creek and was educated in the district schools there. He has been engaged in the real estate business in Ashtabula for the past 18 years but is now planning to enter the nursery business and raise bulbs and flowers, in which he is greatly interested. Mr. Tilton has lived in Ashtabula for 34 years. In 1914 he was instrumental in obtaining Ashtabula's band stand, which was built with dollar subscriptions. He has always taken a keen interest in the affairs of the city and served as a member of the city council for five years.

On Jan. 1, 1889, Mr. Tilton was united in marriage with Miss Hattie L. Stevens, a native of Jefferson, Ohio. She is the daughter of George W. and Eliza H. Stevens, both deceased. Mr. and Mrs. Tilton have no children.

Politically, Mr. Tilton is a Republican. He is a member of the Presbyterian church and belongs to the Masonic lodge and the Independent Order of Odd Fellows.

Alfred Swedenborg, who has been superintendent of the Raser Tannery for 27 years, ranks among Ashtabula's prominent business men. He is a native of Sweden, born Aug. 22, 1862, and a son of Andrew and Anna (Olsen) Swedenborg.

Andrew Swedenborg came to this country from Sweden in 1873 and located at Brockton, N. Y., where he remained six years. He then brought his family to Ashtabula County and lived on a tenant farm for four years, afterwards moving to Ashtabula. Mr. Swedenborg was a foreman at the Ashtabula Harbor docks for a number of years and died in 1909 at the age of 74 years. His wife died in 1921 at the age of 84 years. They were the parents of ten children, as follows: Alfred, the subject of this sketch; John, married Bertha Rictor, lives in Ashtabula; Sam S., married Anna Petersen, lives in Ashtabula; Levi, married Jarda Johnson, lives in Ashtabula; Augusta, Manda, Ida, Selma, Nicholas and George, all deceased.

Alfred Swedenborg spent his boyhood in Sweden and was educated in the schools at Brockton, N. Y., and Ashtabula. When a young man he learned the carpenter trade, which he followed for a number of years, being foreman on the construction of many of Ashtabula's business places. Mr. Swedenborg was employed at the Ashtabula Docks by Mr. Raser, and they later with Mr. Walter C. Hubbard and Joe Melbin established the Raser tannery company, Mr. Swedenborg being superintendent since the time of its organization. The Raser Tannery Company has had a steady



ALFRED SWEDENBORG

growth and is one of the leading industries of its kind in the state. The business has grown from a small building, 44x90 feet to one of the largest factories of Ashtabula. About 200 hides are handled daily and manufactured into leather for automobile and carriage upholstery. The number of men employed is 150.

Mr. Swedenborg was married to Miss Ellen Larson, a native of Sweden, born in 1871 and died in 1910. To that union five children were born as follows: Alvin, a graduate of Ashtabula High School and the Pratt Institute of New York, now assistant superintendent of the Raser Tannery, married Mabel Chapin, and they have two children, Jean and Loren; Ruth, a graduate of Ashtabula High School, Ohio State University and Simmons College, Boston Mass., and private secretary to the dean of Illinois University, died at the age of 25 years of influenza, after an illness of three days; Hazel, graduate nurse of Lakeside Hospital, Cleveland, married Gustav Olson, lives in Cleveland; Thelma attended the Ohio State and Denison Universities, married George Duccro, lives in Ashtabula; and Mildred, graduated from Ashtabula High School and attended Dennison University and graduated from Oberlin College Training School as a Kindergarten teacher, now a teacher in the Ashtabula schools. Mr. Swedenborg was married in 1913 to Miss Carrie M. Burman, who was born in Sweden in 1891, and to this union two children have been born: Robert Bugman, born in 1915; and Bertha Jean, born in 1918.

Mr. Swedenborg is a Republican, a member of the Lutheran Church and belongs to the Chamber of Commerce. He is well known in Ashtabula County and has many friends.

George W. Brown, a prominent business man of Ashtabula and a well known and substantial citizen of Ashtabula County, was born in that city, Oct. 26, 1882, and is the son of George and Louise (VanPelt) Brown.

George Brown was a native of Scotland and an early settler of Ashtabula, where he was employed in the shops of the New York Central Railroad for 35 years. He died in 1912, and his wife, who was born in 1851, lives with her daughter in Ashtabula. Mr. and Mrs. Brown were the parents of the following children: John R., lives in Ashtabula, married Catherine Richards, deceased, and he has one son, Kenneth; William, lives in Ashtabula, and he has one daughter, Emma; Robert, lives in Ashtabula, married Ruth Squires, and they have four children, Mabel, Roberta,

Doris and Robert; Clifford E., lives in Ashtabula, married Jennie Tanka, and they have two children, Betty and George; Lilly, married Rufus Sager, lives in Ashtabula, and they have three daughters, Ethel, married Royal Smith, Louise, married Clinton Holly, and Leah, married Howard Williams; Jeanette, married William Welch, lives in Ashtabula, and they have four children, Harry, married Wilma Fairbank, Wilma, George and Carolyn; and George W., the subject of this sketch.

After attending the public schools of Ashtabula Harbor, George W. Brown engaged in the grocery business at 45 Lake Street with Mr. Weiblen. After seven years he became associated with C. R. Starke and after a number of years he engaged in business for himself at 129 Bridge Street, where he remained until 1909. Mr. Brown then resumed his business relations with Mr. Stahre until 1912. From 1912 until 1918 Mr. Brown was manager for C. S. Sheldon, Sr. In 1918 he and Mr. C. S. Sheldon, Jr., formed a partnership, which business they now conduct. They have a fine store at 45 Lake Street, known as Harbor Grocery; they carry a complete stock of groceries and meats. Mr. Brown has had 27 years of experience in the grocery business and ranks among the pioneer merchants of the county.

Mr. Brown is a Republican and a member of the Congregational church. He belongs to the Masonic and Elks lodges. He is unmarried. Mr. Brown is esteemed as a progressive business man.

F. A. Mason, well known dancing instructor of Ashtabula, and proprietor of the Mason Dancing Academy, was born in Buffalo, N. Y., Oct. 5, 1871, and is the son of Addison P. and Abbie (Smith) Mason.

Addison P. Mason was a native of Vermont, born in 1835. He died in 1918 and his wife, who was born in 1840, died in 1888. They were the parents of the following children: William A., died at the age of 18 years; F. A., the subject of this sketch; and four children died in infancy.

F. R. Mason was reared and educated in Buffalo, N. Y., and began his career as an instructor in dancing at Conneaut. He later conducted an academy at Warren, Ohio. Mr. Mason has been located at the old Haskel Hall in Ashtabula for 23 seasons and he is well and favorably known throughout Ashtabula County, as is also his wife, who assists him.

On Sept. 10, 1899, Mr. Mason was united in marriage with Miss Matie E. Gilliland, a native of Linesville, Pa., and the daughter of H. M. and

Florence E. Gilliland. Mr. Gilliland, who died in 1916, was a talented musician of Ashtabula County and conducted an orchestra in Ashtabula for many years. His wife died in 1920. Mr. and Mrs. Mason have no children.

Mr. Mason is a member of the National Association of Dancing Masters and the Ohio State Association of Dancing Masters. He has a first class orchestra for his assemblies and the Mason Dancing Academy is among Ashtabula's leading amusement centers.

W. C. Baird, now living retired, is a highly esteemed and well known citizen of Ashtabula. He was born at Wilmington, Ill., Sept. 14, 1853, and is the son of W. C. and Malvina Baird.

The Baird family originally came from Jefferson County, N. Y., and W. C. Baird's mother was descended from an old Connecticut family that came from England in the sixteenth century. W. C. Baird, Sr., was a wagonmaker by trade and died in 1853. His wife died in 1920. They had two children: W. C., the subject of this sketch; and Milton, lives in Los Angeles, Calif. By a later marriage, Mrs. Baird had a daughter, Alice Poush.

W. C. Baird spent his boyhood at Conneaut, and attended the schools there and was also a student in the old historical academy at Kingsville, Ohio. He began life as a farmer and during the winter months taught school. In 1873 he came to Ashtabula and worked at the carpenter trade for two years, after which he and his brother engaged in the manufacturing business there for ten years. In 1883 Mr. Baird was appointed mail clerk and after four years of service was dismissed during Grover Cleveland's presidential term. However, two years later, he was re-appointed as railway mail clerk and continued in that capacity until the time of his retirement in August, 1920. Mr. Baird lives at 57 Division Street.

In 1877 Mr. Baird was united in marriage with Miss Mary E. Ring, the daughter of A. A. and Eliza Ring, both of whom are deceased. Mrs. Baird died Feb. 11, 1913, leaving one daughter, Lorena M. Baird. Miss Baird has been in the employ of the Peoples Building & Loan Company of Ashtabula for the past 20 years as a bookkeeper.

In politics Mr. Baird is identified with the Republican party. He is a member of the Baptist church and his daughter belongs to the Congregational church. They are favorably known residents of the community and have many friends.

Edward F. Stoll, pioneer hotel man of Ashtabula, was born at Conneaut, Ohio, May 13, 1849, and is the son of Frederick and Margaret Stoll.

In 1833 Frederick Stoll came to this country from Germany and engaged in business at Erie, Pa., later going to Chicago. He finally settled at Amboy, Ohio, where he spent the remainder of his life. Mr. Stoll was a tanner. He and his wife are deceased.

Edward F. Stoll spent his boyhood at Conneaut and received his education in the schools there. When a young man he learned the tinner's trade at Kingsville, Ohio, and in 1871 he came to Ashtabula and entered the employ of the J. B. Crosby & Sons, hardware dealers, in whose employ he remained four years. On April 7, 1879, he took over the management of the Ashtabula House, which he operated for 26 months. Mr. Stoll then opened the Stoll Hotel at 14 Spring Street, which he has since conducted. This hotel has been in operation since 1882 and is the oldest hotel in the county to be operated by the same man since its opening.

On Nov. 29, 1873, Mr. Stoll was united in marriage with Miss Jennie Warmington, the daughter of Robert C. Warmington, at one time proprietor of the Ashtabula House. Mr. Warmington was a captain during the Civil War and Mr. Stoll has in his possession the flag carried by his company throughout the war. It has 76 bullet holes in it and is now 63 years old. Mrs. Stoll died Oct. 12, 1891, and Mr. Stoll was later married to Miss Alice Hall.

Mr. Stoll is a Republican, a member of St. Peter's Church, and belongs to the Independent Order of Odd Fellows, the Knights of Pythias, and the Elks. He is widely known throughout Ohio as an enterprising and successful business man and during his many years in the hotel business he has built up a good business.

F. W. Whitaker, a well known merchant of Ashtabula, who is engaged in the grocery business at 196 Prospect Street, is a native of Ohio. He was born at Norwalk, in 1869, and is the son of John and Ella Whitaker.

John Whitaker was born at Clyde, Ohio, and was one of the pioneer railroad men of Ohio, having been a locomotive engineer from 1874 until the time of his death in 1906. His wife is also deceased. Mr. and Mrs. Whitaker had four children, as follows: D. D., lives at Zanesville, Ohio; B. A., lives at Columbus, Ohio; I. A., lives at Ashtabula Harbor; and F. W., the subject of this sketch.

F. W. Whitaker spent his boyhood in Cleveland and received his education in the public schools there. When a young man he learned the tinner's trade and later was employed in a grocery store. However, in 1888, he returned to railroading and the following year became a fireman. In 1899 he was promoted to engineer and ran until 1908 when he purchased the grocery store at 192 Prospect Street, Ashtabula, where he engaged in business for seven years. He then moved across the street to his present location. Mr. Whitaker has been successful in this undertaking and ranks among the prominent merchants of that section.

Mr. Whitaker was united in marriage with Miss Clara E. Quillman, a native of Napoleon, Ohio, and to this union two children were born: C. L., born in Cleveland, 1894; and Edna, born in 1896, lives at home.

Mr. Whitaker and his family are members of the Baptist church and he belongs to the Brotherhood of Locomotive Engineers and the Loyal Order of Moose. He is favorably known throughout Ashtabula County and is a substantial citizen.

C. H. Gordon, proprietor and owner of the Gordon Motor Sales, at Ashtabula, is among the enterprising and successful business men of the county. He was born at Austinburg, Ohio, Jan. 3, 1888, and is the son of Herbert R. and Florence Gordon.

Herbert R. Gordon was a native of Trumbull County, Ohio, and a prominent farmer during his life. He died in 1896 and his wife now lives at Ashtabula and is 60 years of age. Mr. and Mrs. Gordon had three children: C. H., the subject of this sketch; Cresstella, married Floyd Aldridge, lives in Conneaut and they have one son, Gordon; and Catherine, married Earl King, lives in Ashtabula.

C. H. Gordon was reared on his father's farm and attended the public schools. His first business occupation was in the shop of Mark Miller, a Main Street merchant of Ashtabula, in whose employ he remained for three years. In 1906 Mr. Gordon engaged in the automobile business at Daytona Beach, Fla., after which he went to Cleveland and became associated with the White Motor Company. In 1909 he went to Warren, Pa., where he was engaged in the automobile business. In 1914 Mr. Gordon came to Ashtabula, Ohio, and in 1916 engaged in business for himself at 553 Main Street, where he has since been located. Besides being the dealer for the Jordan and Hupmobile automobiles, Mr. Gordon carries a

complete line of tires and automobile accessories and does general repair work. He has built up a large trade and has one of the leading business enterprises of the community.

On Aug. 10, 1910, Mr. Gordon was united in marriage with Miss Bertha L. Weis, of St. Marys, Pa., who is the daughter of Edward and Margaret Weis, both deceased. To Mr. and Mrs. Gordon four children have been born, as follows: Margaret F., born Feb. 24, 1912; Herbert, born Oct. 4, 1913; Rita, born Aug. 24, 1916; and Walter, born Jan. 10, 1921.

Politically, Mr. Gordon is a Republican. Mrs. Gordon is a member of the Catholic church and Mr. Gordon belongs to the Elks lodge and the Y. M. C. A. He is a dependable citizen and stands high in the community.

J. M. Seymour is a successful and well known business man of Ashtabula, where he has been engaged in the real estate business since 1902. He was born at East Plymouth, Ohio, Oct. 15, 1875, and is the son of M. J. and Hattie E. Seymour.

M. J. Seymour was born in a log cabin near East Plymouth, Ohio, Nov. 6, 1844, and his wife was born Feb. 26th of the same year. They were the parents of five children, as follows: Wyatt; Frank and Fred, twins; J. M., the subject of this sketch; and William, deceased. Mr. and Mrs. Seymour are deceased and buried at East Plymouth.

M. J. Seymour served in the Civil War, having enlisted in the 11th New York Battery on Feb. 25, 1864, and was discharged June 13, 1865, at Albany, N. Y. He then engaged in farming in Ashtabula County until his death, Aug. 11, 1912, his wife having died July 3, 1910.

J. M. Seymour spent his boyhood on his father's farm and received his education in the district schools of Plymouth, and in 1916 he attended the Ashtabula Business College. At the age of 17 years he became a street car conductor at Ashtabula and later was employed by the New York Central Railroad for three years. He later learned the carpenter trade and built about 80 houses in Ashtabula, which he sold at reasonable prices. Mr. Seymour has been most successful in his undertakings and ranks among the prominent real estate men of the county. He has made some large sales in the real estate business during the past 18 years. In 1904 he held an auction sale of 30 lots; in 1906 had a 19 lot sale; 1908 a 50 lot auction sale; in 1912 a 96 allotment sale; in 1914 a 150 lot sale, and in 1920 a 27 lot sale. He also conducted a wall paper and paint business for 12 years, which he recently sold.

Mr. Seymour was married to Miss Ula Meyers, a native of Geneva, Ohio, and the daughter of A. D. and Ella Meyers. Mr. Meyers lives at Geneva. His wife died Nov. 2, 1923. To Mr. and Mrs. Seymour two daughters have been born, as follows: Melita, teaches school at West Geneva, Ohio; and Ella, attending the Lake Erie College at Painesville, Ohio.

Mr. Seymour is a Republican and always takes an active interest in the political affairs of Ashtabula. He is a member of St. Peter's Episcopal Church, and belongs to the Independent Order of Odd Fellows, the Knights of Pythias, the Eagles, the Sons of Veterans and United Commercial Travelers. Mr. Seymour is one of the substantial citizens of Ashtabula County and his family is representative of the best citizenship of the community.

W. A. Dawson, a well known and substantial citizen of Ashtabula is a native of Franklin, Ind., where he was born Oct. 6, 1871. He is the son of Elijah and Rachael Dawson.

Elijah Dawson, now deceased, was a native of Indiana and a successful farmer during his life. He died Feb. 4, 1920, and his wife died Oct. 17, 1884. They had two children: W. A., the subject of this sketch; and Mary, lives at Acton, Ind.

W. A. Dawson spent his boyhood at Franklin, Ind., and received his education in the schools there. Later, he attended the public schools of Indianapolis, Ind., where he studied mechanics. At the age of 21 years Mr. Dawson entered the employ of the New York Central Railroad, where he has since been employed. He is now signal supervisor and during his 31 years of service with the company has established a splendid record.

Mr. Dawson was united in marriage with Miss Maude Elliott, a native of Indianapolis, Ind., and the daughter of H. H. Elliott. Mr. Elliott died Jan. 31, 1922, and his wife died Jan. 13, 1917. To Mr. and Mrs. Dawson one daughter has been born, Merle, who was born Dec. 18, 1900. She was married on June 30, 1923, to Dr. Schwacofer, and they live with Mr. and Mrs. Dawson.

Mr. Dawson is a Republican and a member of the Methodist Episcopal church. He holds membership in the Masonic lodge and the Independent Order of Odd Fellows, and is highly esteemed throughout Ashtabula County.

Charles A. Halleen, who has been in the employ of the New York Central Railroad for 35 years, is a substantial citizen of Ashtabula. He was born in Sweden, Aug. 4, 1860, and is the son of C. F. and Mary Halleen.

C. F. Halleen and his wife spent their entire lives in Sweden, where he engaged in general farming and also followed his trade as carpenter. He died in 1907 and his wife died in 1922 at the age of 90 years. Mr. and Mrs. Halleen were the parents of seven children, as follows: Augusta, died in 1887; John, died in 1914; Frank, lives in Wisconsin; Richard A., lives in Portland, Ore.; Hulda, married M. Walene, lives in Washburn, Wis.; one child died in infancy; and Charles A., the subject of this sketch.

Charles A. Halleen was educated in Sweden and came to this country when a young man and settled in Pennsylvania, where he entered the employ of the Pennsylvania Railroad. Two years later he came to Ashtabula and worked for John H. Stewart for several years. After working on the docks for two years, Mr. Halleen entered the employ of the New York Central Railroad in 1889 as a car repair man. He was promoted to foreman of the shops in 1892 and now has charge of the Cleveland and Franklin Division of the New York Central Car Shops.

In 1883 Mr. Halleen was married to Miss Josephine Nelson, a native of Sweden, and to this union a son was born, John Edward, who married Nathalie Levers and they have four children: Edward, Carl, George and Richard. Mr. Halleen was married the second time to Miss Mary Johnson, of Sweden, and the third time to her sister, Miss Matilda Johnson. To the last union one son has been born, Clarence W., born June 4, 1905.

Mr. Halleen is identified with the Republican party in politics and holds membership in the Swedish church. He is known as a reliable and dependable citizen and his record with the railroad during his many years of service proves that he is efficient and capable.

E. L. Scoville is a progressive and enterprising business man of Ashtabula, where he owns and operates a garage. He was born at Champion, Trumbull County, Ohio, May 5, 1882, and is the son of H. H. and Angie (Durest) Scoville.

H. H. Scoville is a well known farmer of Rome, Ohio, where he has spent most of his life. He and his wife have three children, as follows: C. W., lives at Rome, Ohio; Lydia, the wife of Charles Supplee, lives on the Scoville and the home farm, in Rome Township, Ashtabula County,



CHARLES A. HALLEEN

this farm was during the Civil War a slave station; and E. L., the subject of this sketch.

E. L. Scoville spent his boyhood on his father's farm and in 1903 came to Ashtabula, where he began working as a general machinist. In 1920 he purchased the old Tanner property and built his garage and machine shop, where he is now located. Mr. Scoville does general repair work and is also a locksmith. His shop is located at 317 Main Street and is known as the K. K. K. place.

Mr. Scoville was married to Miss Lydia Bergone, a native of Ohio, and the daughter of Charles Bergone. Mr. and Mrs. Scoville have no children. In 1924 Mr. and Mrs. Scoville adopted a boy, Leonard, born Jan. 15, 1924. They live at 68 Station Street.

Politically, Mr. Scoville is a Republican. He is a member of the Presbyterian church and stands high in the community.

P. H. O'Brien is a progressive and enterprising merchant of Ashtabula, where he has lived for many years. He is a native of Niles, Ohio, born Aug. 5, 1876, and the son of John and Margaret O'Brien.

John O'Brien was born in Ireland in 1845 and came to this country when he was 20 years of age and located at Niles, Ohio, where he spent the remainder of his life. He died in 1922 and his widow lives in Ashtabula and is 70 years of age. They were the parents of the following children: Michael, lives in Ashtabula; John, lives in Dunkirk, N. Y.; William, lives in Ashtabula; George, lives in Ashtabula; Mary, was the wife of P. C. O'Keef, deceased; Anna Stimell, lives in Cleveland; P. H., the subject of this sketch; and several other children who died in infancy.

P. H. O'Brien received his education in the public schools of Niles and Ashtabula Harbor, and began life as a meat cutter for E. H. Burrell, in whose employ he remained for 22 years. On Oct. 14, 1917, Mr. O'Brien engaged in business for himself at 403 Main Street, where he has established an excellent trade. He deals in high grade meats exclusively.

Mr. O'Brien was united in marriage with Miss Winifred Brink, the daughter of Mr. and Mrs. Manus Brink, residents of Ashtabula. To Mr. and Mrs. O'Brien four children have been born, as follows: Gerald, lives in California; Donald; Robert; and P. H., Jr.

Mr. O'Brien is a member of Our Mother of Sorrows Catholic Church and his wife belongs to the Congregational church. He is a successful business man and is highly esteemed in Ashtabula.

J. M. McClure is a successful and well known merchant of Ashtabula. He is a native of Hamilton, Ontario, Canada, born Sept. 30, 1875, and the son of James and Margaret McClure.

James McClure was born in Scotland, as was also his wife. Many years ago they settled in Canada and later removed to Chicago, where Mr. McClure was employed by the Chicago & Alton Railroad for a number of years. He and his wife are now deceased. They were the parents of seven children, five now living: Jessie, lives in Chicago; Anetta, deceased; Mena, deceased; David, lives in Chicago; Elizabeth, lives in Chicago; Ferguson, a twin brother of J. M., lives in Houston, Texas.

J. M. McClure received his education in the schools of Canada and on March 20, 1899, came to Ashtabula, where he entered the firm of D. L. Daves Company, where he remained until 1916. Since that time Mr. McClure has been in business for himself at 227 Main Street. He deals in glassware, chinaware, boat and hotel supplies, and general household goods and has one of the largest stores of its kind in Ashtabula County.

Mr. McClure was united in marriage with Miss Gertrude E. Harmon, a native of Ashtabula, and the daughter of Frank and Eliza Harmon. The Harmon family is one of Ashtabula's leading pioneer families and for many years lived on Lake Road, east of Ashtabula. Mr. and Mrs. Harmon are deceased. There are no children in the McClure family.

Mr. McClure is an independent voter. He has served as a member of the city council and the local health board. Mr. McClure holds membership in the First Presbyterian Church and belongs to the Elks lodge and the Chamber of Commerce. He is known as an upright and honorable citizen of Ashtabula County.

W. W. Callender, an upright and honorable citizen of Ashtabula, was born at Hartsgrove, Ohio, Nov. 30, 1856, and is the son of Robert and Louise Callender. Robert Callender was a farmer during his life and met with marked success. He died at Hartsgrove, Ohio, in 1886 and his wife died in 1902 at the age of 80 years. They were the parents of the following children: John F., lives in Hartsgrove township; Guy S., deceased, was a professor at Yale University; Robert, Jr., died when two years old; Sherman, an attorney, lives in Detroit, Mich.; Caroline, died at the age of 18 years; Jeanette, died at the age of 18 years; Ellen, married James B. McIntosh, lives at Geneva, Ohio; Florence, married John Y. Hall, lives

at Geneva, Ohio; Jennie, married Harry W. Rawdon, who died in August, 1923; and W. W., the subject of this sketch.

W. W. Callender received his education in the schools of Hartsgrove, Ohio, and later attended Grand River Institute of Ohio. He remained on his father's farm until 1904, at which time he went to Cleveland and engaged in the real estate business. Later he removed to Ashtabula and became interested in the automobile business there. In 1919 he engaged in the real estate business and is now interested in same, having a lake front allotment at Van Buran Bay, N. Y. Mr. Callender has many interests and owns a large amount of real estate in Ashtabula.

Mr. Callender was married to Miss Addie Olin, a native of Windsor, Ohio, and the daughter of Arvin A. and Laura Olin, both of whom are deceased. To Mr. and Mrs. Callender four children have been born, as follows: Bessie C., born July 12, 1886, a graduate of Spencerian School in Cleveland, and now a bookkeeper and stenographer for her brother, Elmo O.; Lynn W., born March 29, 1888, engaged in the oil business at Wichita Falls, Texas, is a veteran of the World War, having served in the aviation; Elmo O., born Aug. 14, 1890, married Jessie Conley, and he is engaged in the automobile business at 13 Spring Street, Ashtabula; and Paul R., born March 5, 1892, married Laura Stewart, and they live at Paris, Tenn. Elmo O. Callender has two children: Albert West, born Nov. 17, 1916; and Helen Lucile, born Feb. 23, 1921. Paul R. Callender has two sons, West W. and Robert Paul.

In politics, W. W. Callender is a Republican. His first presidential vote was cast for President Garfield. Mrs. Callender is a member of the First Congregational Church of Ashtabula and is president of the Bunker Hill Club. Mr. Callender belongs to the Independent Order of Odd Fellows.

E. E. Gardner, now living retired, is a well known and highly respected citizen of Ashtabula. He was born in Geauga County, Ohio, Feb. 12, 1855, and is a son of Lorenzo D. and Margaret Anne Gardner.

Lorenzo D. Gardner was a native of Otsego County, N. Y., born Aug. 15, 1818. He was a farmer during his life, most of which was spent in Ohio. In 1893 he removed to Jefferson, Ohio, and lived there until his death, in October, 1898. His wife was born in New York, May 8, 1822, and died April 14, 1896. Mr. and Mrs. Gardner were the parents of the following children: Albert, born Nov. 27, 1844, in the West; Edmund

LeRoy, born Aug. 27, 1846, lives in Ashtabula, Ohio; E. L., born Aug. 9, 1849, deceased; and E. E., the subject of this sketch.

E. E. Gardner received his education in the common schools of Troy Township, Geauga County, Ohio, and in early life was a farmer. After coming to Jefferson he engaged in the livery business until about 1899, at which time he removed to Ashtabula. Here he established a grocery business at 418 South Main Street, which he successfully conducted for 20 years. The Gardner home is at 437 Main Street.

Mr. Gardner was married to Miss Ione A. Baldwin, who was born at Rock Creek, Ohio, May 12, 1858. She is a daughter of Luther and Eliza (Wright) Baldwin, both deceased. Mr. Baldwin was a native of New York and settled at Rock Creek, Ohio, in 1875, where he owned and operated the Baldwin tannery. Mrs. Gardner's maternal grandfather, David Wright, was one of the earliest settlers of Rock Creek, coming there when that part of the county was still inhabited by Indians. Mr. and Mrs. Gardner's only child died in infancy. An adopted daughter, Mrs. Laura Sweet, lives at Ashtabula and has a son, Vincent, now a high school student.

Mr. Gardner is a Republican, a member of the Presbyterian Church and belongs to the Elks lodge. He has always been an energetic man and stands well in the esteem of his neighbors and fellow citizens.

Patrick Monaghan, retired, is a substantial and highly respected citizen of Ashtabula Harbor. He is a native of Ireland, born in 1844, and the son of John and Rose Monaghan.

John Monaghan was a native of Ireland, as was also his wife. They both died at an early age, leaving the following children: Rose, married Mike King, both deceased; Edward and John, both deceased, were Civil War veterans; Anna, James, Margaret and Mary, all deceased; and Patrick, the subject of this sketch.

Patrick Monaghan spent his boyhood in his native land and attended the schools there. In 1866 he came to the United States and located in Chicago for nine years. In 1873 he removed to Ashtabula, where he engaged in dredge work on the river. He later was employed at the Raser Tannery for eight years, after which he engaged in the liquor business at the harbor, representing the C. E. Gary Brewing Company. Mr. Monaghan is now retired and lives at 165 High Street.

On Jan. 17, 1874, Mr. Monaghan was united in marriage with Miss Margaret Theresa Sheil, of Chicago, and the daughter of Thomas and

Elizabeth Sheil, both deceased. Mrs. Monaghan's sister, Ellen M. Sheil, has made her home with the Monaghan family for the past 40 years. Her brothers, John, Richard, Nicholas, and William, are all deceased. To Patrick and Margaret Theresa (Sheil) Monaghan the following children have been born: John, born Dec. 4, 1874, an architect; James Richard, died in infancy; Edward Patrick, born July 28, 1880, a physician and surgeon, married Miss Isabel Saunders, and they live in Cleveland; Rev. Nicholas, born Sept. 22, 1882, pastor of St. Charles Church in Cleveland, having been ordained to the priesthood on Dec. 21, 1907; Charles, born Dec. 9, 1886, married Mary Lynch, and they live in Ashtabula; William A., born June 10, 1889, died in infancy; Frederick Andrew, born May 3, 1891, married Mary Wilkinson, and they live in Cleveland; Elizabeth Rose, born Jan. 28, 1878, married Edward Malony, lives in Detroit, Mich.; and Theresa Mary, born Dec. 3, 1884, married J. P. Mahoney, lives at 20 Hubbard Street, Ashtabula.

Mr. Monaghan is a Democrat and he and his family are members of Our Mother of Sorrows Catholic Church at the harbor. He has always been an energetic man who stands well in the esteem of his many friends and acquaintances.

Benedetto Castiglia, an enterprising and progressive merchant of Columbus Street, Ashtabula, was born in Italy, Jan. 1, 1874, and is the son of Joseph and May Castiglia.

Joseph Castiglia was a farmer and spent his entire life in Italy. He died March 23, 1922, and his wife is 82 years of age and lives in Italy. They had five children, as follows: Stephen, Joseph, Benedetto, the subject of this sketch; John, and Charles.

Benedetto Castiglia spent his boyhood in Italy and attended the schools there. He came to this country in 1898 and located at Ashtabula Harbor, where he engaged in the saloon business. Since 1922 Mr. Castiglia has owned and operated a feed store at 425 Columbus Street. He handles all kinds of grain, hay, flour, etc., and has an extensive trade.

Mr. Castiglia was married on Jan. 29, 1901, to Miss Benditta Cado. They have no children.

In politics, Mr. Castiglia is identified with the Republican party. He is a member of the Catholic Church and a substantial citizen of his community.

Harry A. and William H. Anderson, grocers, are progressive business men of Ashtabula. They were born here and are the sons of Edward and Seiverina (Benson) Anderson.

Edward Anderson is a native of Sweden, born Oct. 12, 1851. At the age of 18 years he came to the United States and located in Ashtabula, where he was employed on the docks for a number of years. Later, he engaged in the coal business. He is now retired. Mr. and Mrs. Anderson have six sons, all of whom live in Ashtabula. They are: J. A., a conductor, employed by the New York Central Railroad; Harry Andrew, was born April 20, 1891; William H., born Jan. 11, 1896, and George, employed in the grocery store of his brothers; Arthur, a twin brother of George, employed by the New York Central Railroad; and Verne, employed by the Van Sweringen Company of Cleveland.

The Anderson Brothers have always lived in Ashtabula. They were educated in the public schools and in 1916 Harry A. and William H. engaged in the grocery and meat business at 430 Columbus Street, where they are now located. They have a fine store and are dealers in high grade meats, groceries, cigars and candies. The Andersons are ambitious men, whose success in life is practically assured. They attribute their success to early business training, which was received in the offices of the Ashtabula Star-Beacon. They and their brothers began as carriers for this paper and had large routes, which gave them business experience of great value.

Harry A. Anderson was united in marriage with Miss Ida Carlson, a native of Ashtabula, and to this union one daughter has been born, Virginia. William H. is unmarried.

In politics the Andersons are identified with the Republican party. They are members of the Swedish Lutheran Church of Ashtabula Harbor and rank among the excellent business men of the community.

Dr. J. B. Sharkey, a leading optician of Ashtabula, with offices at 69 Lake Street, is a native of Scotland. He was born Feb. 24, 1870, and is the son of William and Mary Sharkey.

William Sharkey was a native of Scotland, as was also his wife. He died in 1904 and she died in 1918. They were the parents of the following children: John, lives in Scotland; Jane Patterson, lives in Pennsylvania; Margaret Raymer, lives in Letsdale, Pa.; Mary Thompson, lives

in Pennsylvania; Martha, deceased, was the wife of Ernest Whitcombe; Mrs. Frank George, lives in Pittsburgh, Pa.; and J. B., the subject of this sketch.

Doctor Sharkey received his early education in the schools of his native land and in 1885 came to Ontario, Canada, where he remained several years. He was graduated from the Northern Illinois College of Optometry on April 21, 1894, and from Needles Institute of Kansas City in 1920. Before attending the latter institution, Dr. Sharkey spent 16 years practicing his profession in Chicago and four years in California. He has been located in Ashtabula since Oct. 1, 1921, and is recognized as a capable and progressive man in his profession.

On Sept. 23, 1915, Dr. Sharkey was united in marriage with Miss Mary Farrell, a native of Mississippi. She is the sister of George Farrell, editor and owner of the Coast Beacon, widely known newspaper of Pass Christian, Miss. Another brother, Fred Farrell, also lives in Mississippi.

Doctor and Mrs. Sharkey have a son, J. B. Sharkey, Jr., born June 4, 1917.

Doctor Sharkey is a Republican, a member of the Congregational Church, 32nd degree Mason, and also belongs to the Knights of Pythias.

Charles C. Strausser, a successful and well known merchant of Ashtabula, is a native of Pennsylvania. He was born at Stonebury, in 1890, and is the son of Joseph and Elizabeth Strausser.

Joseph Strausser was a prosperous farmer of Pennsylvania. He died in 1912, and his wife now lives at Stonebury, Pa.

Charles C. Strausser grew up on his father's farm and attended the public schools. He has been in the employ of the Pennsylvania Railroad for 14 years and at present is conductor in the passenger service. Mr. Strausser's grocery business, which is located at 507 Lake Street, is conducted by his wife.

On Dec. 7, 1913, Mr. Strausser was married to Miss Isabel Reed, a native of Beaver, Pa., and a daughter of Elmer and Mary (Boyer) Reed, residents of West Bridgewater, Pa. Mr. and Mrs. Strausser have a son, Charles, born Dec. 23, 1914. By a former marriage Mrs. Strausser has two sons: Wilber, born Sept. 14, 1908; and Fred, born April 25, 1910.

Mr. and Mrs. Strausser are Democrats and are members of St. Joseph's Catholic Church.

Ernest S. Johnson is a successful and well known merchant of Ashtabula. He owns and operates the Johnson Meat Market at 68 Station Street. Mr. Johnson is a native of Sweden, born May 2, 1873, and the son of Alfred and Johanna (Hanson) Johnson.

Alfred Johnson was a native of Sweden, as was also his wife. In 1881 they came to this country and settled at Ashtabula, where Mr. Johnson was employed on the docks. Mr. and Mrs. Johnson both died in 1921. They were the parents of the following children: Charles, died in 1914; John; Margaret, married Carl Bergman, deceased; Augusta, deceased, was the wife of Ernest Olson; Ernest S., the subject of this sketch; and two children died in infancy.

Ernest S. Johnson was reared and educated in Sweden and in 1893 came to the United States. After farming a short time, he engaged in the meat business at Ashtabula Harbor, where he was located for 19½ years. In 1920 Mr. Johnson removed to his present location, where he carries on a large volume of business. He deals in high grade products exclusively.

In 1902 Mr. Johnson was united in marriage with Miss Selma Swanson, a native of Ashtabula and the daughter of Swan Nelson and Anna (Nelson) Nelson, natives of Sweden, who settled in Ashtabula in 1880. Mr. Nelson lives at Ashtabula. His wife died in 1923. A son, Nelson Swanson, lives at Ashtabula Harbor. Mr. and Mrs. Johnson have six children: Edith, Irene, Ruth, Dorothy, Hazel and Naudean.

Mr. Johnson is a Republican, a member of the Lutheran church, B. P. O. E. Lodge and a highly esteemed citizen of Ashtabula. His residence is located 44 Todd Avenue and is one of the attractive homes of Ashtabula.

William M. Allyn is a prosperous groceryman of Ashtabula. He was born in Hartsgrrove, Ashtabula County; March 12, 1902, and is a son of Frank and Alma (Rice) Allyn.

Frank Allyn was born at Rome, Ohio, in 1876, and his wife is a native of Des Moines, Iowa. They live in Ashtabula, and are the parents of three children, as follows: William M., the subject of this sketch; and Mabel and Irene, both students.

William M. Allyn has always lived in Ashtabula. After attending the public schools he entered the employ of A. F. Day, where he remained one year. He then was associated with C. N. Newlon for two years, after which he was employed in the Bunker Hill grocery for two years. In



ERNEST S. JOHNSON

June, 1923, Mr. Allyn engaged in business for himself at 325 Main Street, where he established an excellent trade. The 22nd of September, 1924, Mr. Allyn sold his grocery store. He has become manager of the store for W. D. Ludwig.

On April 2, 1924, Mr. Allyn was married to Miss Dorothy Gochneaur, born April 30, 1905, Denmark Township, daughter of Frank and Elizabeth (Brockett) Gochneaur, natives of Jefferson, Ohio, and Denmark Township. They now reside on a farm in Denmark township.

Mr. Allyn is a Republican and a member of the Harris Memorial Presbyterian Church.

Joseph R. Cook, a veteran of the World War, is among Ashtabula's prominent young attorneys, and a member of one of the county's honored pioneer families. He was born in Ashtabula, July 29, 1891, and is a son of Mack R. and Nettie A. (Davis) Cook.

Mack R. Cook was a native of Ashtabula, born April 1, 1864, and the son of Joseph R. Cook, deceased, who was born in Ashtabula County in 1819. Joseph R. Cook was a widely known attorney, being admitted to the bar in 1843. He was the son of Rev. Erastus Cook, a native of New York, who was a son of Philip Cook, a well known textile manufacturer of Troy, N. Y. Mack R. Cook, father of the subject of this sketch, was a farmer in early life and later engaged in the grocery business at Ashtabula Harbor until 1924 when he became engaged as a fruit grower. His wife was born at Rome, Ashtabula County, July 21, 1868. Mr. and Mrs. Cook are the parents of four children: Joseph R., the subject of this sketch; Perry D., born April 21, 1894, lives at Meadville, Pa., married Ruby Flower, and they have one son, Perry, Jr.; Mack D., born March 29, 1897, lives in Ashtabula; and Harry C., born Dec. 15, 1899, a student at Western Reserve University, Cleveland.

Joseph R. Cook received his education in the public and high schools of Ashtabula and was graduated from the Law School of Western Reserve University in 1917. After practicing his profession in Ashtabula a short time, Mr. Cook enlisted for service during the World War with the army transport service, having sailed overseas in August, 1918 and returned Oct. 14, 1918. He again crossed Nov. 3, 1918, returning to the United States March, 1919. He returned from service in March, 1919, and resumed his practice in Ashtabula. Mr. Cook's office is located at 160½ Main Street.

Joseph R. Cook was nominated at the August, 1924, primaries for prosecuting attorney on the Democratic ticket. He has been a notary public since 1917, and served as Justice of the Peace four years and is now serving his second term. He also served two years as deputy clerk to the Board of Elections.

On June 20, 1917, Mr. Cook was united in marriage with Miss Clara M. Salchli, a daughter of Frederick and Rose Salchli, natives of Berne, Switzerland, and residents of Erie, Pa. Mr. and Mrs. Salchli have eight children as follows: Frederick Jr., Cambridge Pa.; John, a veteran of the Spanish-American War, Erie, Pa.; Henry, Erie, Pa.; Rosalia, a teacher in the public schools of Erie, Pa.; Charles, Erie, Pa.; Mrs. Cook; William, at home; and Bertha M., a high school teacher in Erie, Pa. To Mr. and Mrs. Cook have been born two children: Ruth Clara, born Feb. 15, 1920; and Marjorie Marie, born Oct. 27, 1922.

Mr. Cook is a member of the Congregational Church and belongs to the Masonic lodge. He is a capable lawyer and has a wide acquaintance in Ashtabula.

M. B. King, a well known coal dealer of Ashtabula, who has been successfully engaged in business for 33 years, is a native of Ohio. He was born at Cleveland, Nov. 25, 1858, and is the son of Benjamin and Mary (Holmes) King.

Benjamin King was a leading farmer of Ashtabula County for many years, having settled there in 1865. He died in 1884 and his wife died in 1907. Mr. and Mrs. King were the parents of the following children: M. B., the subject of this sketch; Emma, lives in Ashtabula; Joe McCune, lives in New Jersey; Mrs. Fannie Ackley, lives in Ashtabula; and several others who are now deceased.

M. B. King came to Ashtabula with his parents at the age of seven years. He was educated in the schools there and at Saybrook, Ohio. Mr. King has lived in Ashtabula for 42 years and has been interested in the coal business for 34 years. Previous to this he was employed by the Ashtabula Docks for nine years as an engineer. Mr. King has established an excellent trade in Ashtabula and ranks among the reliable coal dealers of the county.

Mr. King was married to Miss Eva R. Welch of Cleveland, and the daughter of William Welch. They have no children.

Mr. King is a Republican and belongs to the Independent Order of Odd Fellows. He and his wife are widely and favorably known in Ashtabula County.

Roy J. Sweet, deceased, was a successful business man of Ashtabula and a member of one of the county's prominent pioneer families. He was born in Ashtabula, Sept. 13, 1871, and was the son of Adelbert Sweet.

Adelbert Sweet, also of Ashtabula, was born May 12, 1840, and died in 1915. He was the son of Myles Sweet, who was born in Massachusetts and the son of Peleg Sweet. Peleg Sweet settled in Ashtabula County in 1812, after having traded his land holdings in Massachusetts for a tract of 600 acres in Ashtabula County. This trade was made without Mr. Sweet having seen the land, yet it proved satisfactory. When he settled here Indians were still roaming the banks of the river, which was known as the "Hash-tah-bush-lah", or the River of many fish. Peleg Sweet owned and operated one of the first taverns in the county and his quaint personality made him one long to be remembered by the weary traveler. Ox teams and lumbering wagons were the chief conveyance those days, later followed by the stage coach, and Mr. Sweet's tavern was a regular post house. Edgewood cemetery, one of Ohio's largest and most beautiful cemeteries, stands as a monument to Peleg Sweet, who donated the land to the township for that purpose, and the township has faithfully preserved it. His daughter, Mrs. Sheppard, was the first white child born on the east side of Ashtabula.

Roy J. Sweet spent his entire life in Ohio. After attending the schools of Ashtabula, he took a business course at New Lyme, Ohio, and was associated in business with his father until 1900. He then engaged in the moving and transfer business which he operated until the time of his death, Jan. 11, 1922. The business, which is now conducted by his wife and son, is located at 125½ Main Street, and is known as the R. J. Sweet Moving & Storage Company. A specialty is made of razing smokestacks, moving boilers, etc., and there is a large fireproof warehouse in connection with the business.

On Dec. 4, 1892, Mr. Sweet was united in marriage with Miss Jennie Lovejoy at Ashtabula. She is a native of Ashtabula and a daughter of Franklin and Frances (Fox) Lovejoy. Mr. Lovejoy died when Mrs. Sweet was but 12 days old. Her mother is now deceased. Mr. and Mrs. Lovejoy had three children: Mrs. Edith Lockwood, lives in Ashtabula; Mrs. Car-

rie Munsell, lives in Ashtabula; and Mrs. Sweet. To Mr. and Mrs. Sweet three children were born, as follows: Franklin, died at the age of seven years; Charles, died in infancy; and F. A., who lives in Ashtabula. He was educated in the public and high schools of Ashtabula and attended Washington & Jefferson College. Before completing his college course he enlisted in the Marines during the World War and was later transferred to the Navy, and was in service for more than three years. Mr. Sweet is well known as an athlete and during his college career was a member of the basketball team, and took part in other activities. He was injured while playing basketball and was obliged to use crutches for almost a year. He was married to Miss Helen King, of Ashtabula, and they have a son, Buddy, born in 1920.

Mr. Roy J. Sweet was a Republican and the Sweet family are members of the Episcopal Church. He was affiliated with the Knights of Pythias and the Chamber of Commerce. Mr. Sweet was esteemed throughout the community as a reliable business man and an excellent citizen.

Fred G. Kerger, who is successfully engaged in the grocery business at 15 Center Street, is among Ashtabula's substantial citizens. He was born in Cleveland and is the son of Martin S. and Althea (Kennedy) Kerger.

Martin S. Kerger, a native of Germany, came to this country when a young man and settled on a farm near Cleveland. He is now living retired in Jefferson, Ohio. He came to Ashtabula County in 1887, and engaged in farming in Jefferson Township until 1920. His wife was born at Georgetown, Canada. To Mr. and Mrs. Kerger the following children were born: Martin A., lives at Warren, Ohio; Allie Olson, lives at Flint, Mich.; Angeline Jones, lives at Jefferson; and Fred G., the subject of this sketch.

Fred G. Kerger spent his boyhood on his father's farm and attended the Jefferson schools, and was graduated from high school in 1901. He farmed for several years and was a teacher for two years. He then engaged in the mercantile business at Jefferson from 1902 until 1905, after which he clerked in an Ashtabula grocery store for three years. Mr. Kerger then traveled for a wholesale grocery firm for two years and in 1910 engaged in business for himself. He has one of the finest grocery stores in the city and does a large volume of business.

On Jan. 1, 1908, Mr. Kerger was united in marriage at Cleveland with Miss Minnie B. Marvin, a native of Andover, Ohio, and the daughter of

Chauncey and Mary L. (Lawyer) Marvin, natives of Andover. Mr. Marvin died July 7, 1897, and his wife lives at Jefferson. To Mr. and Mrs. Kerger two children have been born: Raymond Franklin, born Oct. 8, 1908; and John M., born Oct. 26, 1914. They are both students.

In politics Mr. Kerger is identified with the Republican party. He is a member of the Gilmore Methodist Episcopal Church of Ashtabula, and belongs to the Independent Order of Odd Fellows, the Elks, Rotary Club, and the U. C. T. Mr. Kerger is a citizen who holds the high regard of the entire community.

Daniel E. Tracy, now living retired, is a substantial citizen of Ashtabula, and a member of a well known pioneer family. He was born in Addison County, Vt., April 24, 1861, and is a son of Eber B. and Sarah R. (Herrick) Tracy.

Eber B. Tracy was a native of Bristol, Vt., born Nov. 29, 1834, and his wife was born at Danby, Vt., in 1835. In 1865 Mr. Tracy brought his family to Ashtabula County and settled at Plymouth, where he engaged in the contracting business. He later engaged in general farming and owned 226 acres of land. Mr. Tracy died in 1918, and is buried in Plymouth Township, Ashtabula County. To Eber and Sarah R. (Herrick) Tracy one son was born, Daniel E., the subject of this sketch. Mr. Tracy was later married to Miss Alpha Cassidy, of Sheffield, Ohio, and to this union three children were born, as follows: Alice, wife of Fred Seymour, lives in Ashtabula; Raymond C.; and Clyde, deceased.

Daniel E. Tracy received his education in the schools of Plymouth Township and Ashtabula. When a young man he learned the barber trade and was the owner of several barber shops. In 1915 Mr. Tracy engaged in the furniture business in Ashtabula, in which he continued for five years. The business was known as the Tracy & Rennick Furniture Company and was located at 12-14 Center Street. During its existence it was one of the leading enterprises of Ashtabula. Since 1920 Mr. Tracy has lived retired at 386 Prospect Street. This was formerly the Granger homestead and is among the attractive residences of the city.

On Feb. 10, 1885, Mr. Tracy was united in marriage with Miss Edith Runkle, a native of Ashtabula, and a daughter of Isaac L. and Fidelia F. (Hendrick) Runkle, the former a native of New York and the latter of Ohio. Mr. Runkle was born Nov. 27, 1824, and died Dec. 14, 1908. His wife was born Aug. 13, 1843, and lives at 11 McKinley Street, Ashtabula.

Mr. and Mrs. Runkle had three daughters; Mrs. Tracy; Carrie G. Prentice, died Feb. 9, 1907; and Alice Louth, who lives with her mother. To Mr. and Mrs. Tracy a son was born, Kenneth William, born Sept. 15, 1887. He attended the public schools of Ashtabula and was graduated from the University of Michigan in 1912. He lives at Jamaica, N. Y., where he represents the William R. Warner Company of New York city, manufacturing chemists. Kenneth William Tracy was married on July 20, 1912, to Miss Ethel Tibbetts, of Boston, Mass., and they have two children: Marion, born Aug. 29, 1917; and William, born Sept. 27, 1920.

In politics Mr. Tracy is identified with the Republican party. He is a member of the Methodist Church and belongs to the Elks lodge. Mr. Tracy is esteemed throughout his community as a man of integrity and uprightness of character.

J. G. Salisbury, retired, is a veteran of the Civil War and an interesting pioneer of Ashtabula County. He was born at Erie, Pa., Feb. 16, 1840, and is a son of Schuyler and Maranda (Force) Salisbury.

Schuyler Salisbury was a native of Pennsylvania and a butcher of Erie for 38 years. He died in 1893 at the age of 77 years and his wife died in 1901, at the age of 81 years. J. G., the subject of this sketch, was one of a family of ten children. He and a sister, Ida, are the only survivors.

J. G. Salisbury was reared and educated at Erie, Pa., and 1861 became a brakeman on the Lake Shore Railroad now known as the New York Central. In 1862 he enlisted in the Civil War, from Erie, Pa., in the 145th Infantry, Pennsylvania Regiment, and served three years. In 1866 he returned to railroading on Lake Shore Railroad as a brakeman. In 1867 he was promoted to conductor and was freight conductor until he was injured about 1902, when he resigned. Mr. Salisbury was at Collinwood, Ohio, on the night of the Ashtabula bridge disaster, Dec. 29, 1876, and he was sent to the scene of the disaster on the first relief train as conductor of that train, the engineers being Jeff Newell and Frank Pease, both now deceased. I. C. Reeds was the man in charge of the wrecking crew and the brakemen were John Garner, Charles Burrell and Zack Salisbury. J. G. Salisbury was personally acquainted with both engineers of the wrecked train, Daniel McGuire and Mr. Follson; the former, was badly injured and Mr. Follson died about a year after the wreck. Mr. Salisbury worked con-

tinuously all that night and the following day and extricated 12 people from the wreckage. In 1899 he moved to Kingsville where he now lives, retired.

In 1888 Mr. Salisbury was married to Miss Lina Marsh of Conneaut, and to this union four children were born as follows: Schuyler Marsh, a professor at Ohio State University; Joseph Gardner, engaged in the insurance business at Ashtabula; Laura A., a teacher; and Helen, the wife of J. J. Snyder, lives at Conneaut. By a former marriage Feb. 19, 1866, to Laura Fuller, of Buffalo, N. Y., born 1843 and died April, 1885, three sons were born: William, C. Jay, and Bert, all living in Cleveland.

Mr. Salisbury is a Republican, a member of the Methodist Church and belongs to the Grand Army of the Republic. He is widely known and is one of the leading citizens of Ashtabula County.

F. J. Nearpass, who is successfully engaged in business at North Kingsville, where he owns a garage and lunch room, is a native of Ashtabula County. He was born at South Kingsville, April 1, 1888, and is the son of I. V. and Winona (Morris) Nearpass.

I. V. Nearpass was a veteran of the Civil and Black Hawk wars. He was a native of Michigan and an early settler of Ashtabula County. For many years he owned and was editor of the Kingsville Tribune. Mr. Nearpass made four trips west after the Civil War and his companion, Frank Kirkwood, was killed by the Indians while enroute to California. Mr. Nearpass died in 1904. His wife, who died in 1923, was the daughter of Dr. J. L. Morris, Kingsville's pioneer physician and surgeon. To Mr. and Mrs. Nearpass one son was born, F. J., the subject of this sketch.

F. J. Nearpass received his education in the schools of Kingsville and began his career as a mechanic in Ashtabula, which trade he followed for seven years. He was employed by the Ashtabula Fork & Hoe Company and the Phoenix Iron Company. In 1921 Mr. Nearpass engaged in his present business on North Ridge Road, which he and his wife purchased from Mrs. Celia Morse. He has an uptodate garage and does general repair work. There is also a filling station in connection with the garage. Mrs. Nearpass conducts the restaurant, which is first class and well patronized. Both the garage and restaurant are on the same property. The brick building on this property was the first of its kind to be built at North Kingsville, having been built in 1860. The upper portion of the

building is also occupied by Mr. and Mrs. Nearpass and contains 12 sleeping rooms on one floor and a dance hall on the floor above.

On Sept. 30, 1909, Mr. Nearpass was married to Miss Charlotte Harmon, the daughter of Reuben and Charlotte (Hammond) Harmon. Mr. Harmon was born at North Kingsville in 1858 and his family is among the leading pioneer families of Ashtabula County. Mr. Harmon now lives retired on his farm of 35 acres. Mr. and Mrs. Nearpass have a daughter, Charlotte Jane, who was born in 1916.

Mr. Nearpass is identified with the Republican party, and he and his family are members of the Presbyterian church. He is a public spirited and progressive business man and has many friends and acquaintances.

R. W. Knowlton, a prominent business man of Ashtabula, engaged in the drug business at 40 Depot Street, is a native of Ashtabula County and a member of one of the county's oldest and most prominent families. He was born at Rock Creek, Ohio, Feb. 22, 1867, and is the son of Stephen and Mary (Payne) Knowlton.

Stephen Knowlton was born on a farm in Morgan Township, Ashtabula County, in 1824, the son of Calvin Knowlton, who was the son of Stephen Knowlton, a native of Connecticut and a soldier of the Revolutionary War. Stephen Knowlton was a member of the 5th Company, Colonel Spencer's Regiment of Connecticut Militia. Calvin Knowlton was born in 1783 and was a farmer all his life. His son, Stephen, also engaged in farming and stock raising and died at the age of 84 years. His wife, a native of Orange County, N. Y., died at the age of 74 years. The first frame house to be erected in Morgan Township was built by Calvin Knowlton on May 30, 1830, after he had moved his family to Ashtabula County from Connecticut by oxen teams. To Stephen and Mary (Payne) Knowlton three children were born, as follows: Dwight, died at the age of two and one-half years; E. P., born in 1865, married Addie Brockway, and they live at Rock Creek, Ohio; and R. W., the subject of this sketch.

R. W. Knowlton received his education in the public schools of Ashtabula County and studied pharmacy in Chicago. In 1901 he established himself in business at Ashtabula, and now owns one of the fine and up-to-date drug stores of the city. Mr. Knowlton has lived in Ashtabula since 1895.

In 1895 Mr. Knowlton was married to Miss Jeanette Fortune, a native of Scotland, born in 1870, and the daughter of George and Isabella (Hunter)



R. W. KNOWLTON

Fortune, who came to this country in 1880, locating in Canada. Later, they removed to Conneaut, Ohio, where Mr. Fortune engaged in the building business. He died in 1923 and his wife lives at Conneaut. Mr. and Mrs. Fortune were the parents of the following children: Cornelius, born in 1868, married Hattie Oakes; Mrs. Knowlton; Margaret, born in 1872, married W. K. Wood; James, born in 1874, married Delia Richards, lives at Mansfield, Ohio; William, born in 1877, married Grace Tate, lives at Conneaut; George, born in 1882, lives at Lorain, Ohio, married Pearl Montigney; and John, born April 29, 1884, married Ruby Loomis, lives at Conneaut. To R. W. and Jeanette (Fortune) Knowlton three children have been born, as follows: Robert F., born in 1897, married on Nov. 17, 1923, to Florence Kugel, lives in Cleveland; Neal A., born in 1899, at home; and Margaret E., born in 1903, at home.

Mr. Knowlton is a Republican, a member of the Presbyterian Church, and belongs to the Knights of Pythias and the Rotary Club. He is a man of progressive ideas in his business and a citizen of whom the community is proud.

Henry Harrison Starkweather. The family of Starkweather was founded by Robert Starkweather, born in Wales, Scotland, or the Isle of Man, who settled in Roxbury, Mass., as early as 1640. He owned land in that place and, according to tradition, also in Boston, a part of what is now known as "Cornhill". He eventually disposed of his estates in Boston and Roxbury and moved to Ipswich, Mass., where he died. He married Jennett Roberts, daughter of John Roberts, of Roxbury, and they were the parents of four children.

John Starkweather, son of Robert Starkweather, was born in Roxbury, Mass., and was baptized there Aug. 2, 1646, and died Aug. 21, 1703. His wife, Ann, died in Preston, Conn., in 1727, the mother of seven children.

Thomas Starkweather, son of John Starkweather, was born probably at Ipswich, Mass., about 1677, and died in Preston, Conn., April 3, 1751, where he seems to have lived for many years. He was a land owner in that place as early as 1702. He and his wife, Patience, had ten children.

Daniel Starkweather, son of Thomas Starkweather, was born at Preston, Conn., and there baptized Feb. 15, 1722. He married, March 26, 1746, Mary Geer, daughter of John and Zerviah Geer, who were born in Preston, Conn., Oct. 11, 1727. They were the parents of ten children.

Billings Starkweather, son of Daniel Starkweather, was born in Preston, Conn., Aug. 12, 1764. He resided in Preston, Shaftsbury, Bennington County, Vt., and Hune, Allegany County, N. Y. He enlisted in Captain Hutchins' Vermont Militia and served for six months, again enlisting in Captain Stark's Company and serving for 11 months. He was honorably discharged when peace was declared. He drew a pension of \$20.00 per annum from April 7, 1837, to June 11, 1846, when it was increased to \$34.88 per annum. The Starkweather Genealogy, from which the foregoing facts are taken, has no record of his marriage or of his children. The following facts are from data in the possession of his descendants. Billings Starkweather died in Saybrook, Ohio, in 1856, and was buried in the rear of the Baptist Church, now where the Ashtabula Public Library stands. Among his children were: George, who was a resident of Jefferson, Ohio, and who had descendants in Erie, Pa.; Chauncey; a daughter who married a Wickham, and had at least one son, Dr. W. W. Wickham, who, at his death, lived with his daughter, the wife of Dr. W. B. Kreider, of Goshen, Ind.; Isaac Gottlieb; and Sylvester, lived in Connecticut.

Isaac Gottlieb Starkweather, son of Billings Starkweather, was born March 4, 1815, and died March 22, 1897. He was for at least 55 years a resident of one locality, and for 25 years or more lived on the same farm. He was an interesting, exemplary character of artistic tendencies, and his home, presided over by his sweet, gracious helpmate, was always open to every wayfarer. He is recalled by a grandchild as a great friend of children, for whom he often whittled toys and animals, and he was a lover of music, possessed of a good singing voice. He married first in Portage, N. Y., at the age of 20 years, Marilla Barlow, who died in November, 1842. Isaac Gottlieb Starkweather married second on Nov. 24, 1843, Ann Janet Downing, a girl of 18 years, and two years later they came overland by team, settling in Saybrook, Ohio, on the shore of Lake Erie, about five miles from Ashtabula Harbor. Ann Janet (Downing) Starkweather's death followed her husband's in the same year, Dec. 18, 1897, at the home of her daughter, Lorraine, and it is said of her that she was never happy or contented after his death. The children of Isaac G. Starkweather's first marriage were: Emmeline, married Charles Colburn; Emerette, married Reuben Knox, and had four children, Howard, of Erie Pa., Bert, of Saybrook, Ohio, Carrie and Belle; Henry Harrison, the subject of this sketch. The children of Isaac G. Starkweather's second marriage were: Marilla, born Nov. 29, 1845, died May 12, 1920, married William Butcher, and had

five children: Jerome, born in 1846, died from black measles in the Cleveland Hospital, March 24, 1864. He enlisted in the Sixth Regiment of Ohio Cavalry as a bugler, and in the Battle of Gettysburg was wounded; Mariette, born in 1847, married James Rowley, and resides in Sentinel, Ohio, with her only child, Flora, wife of George Munger; Fanny, born in 1848, married Ed Welton, and met a tragic death by fire in the winter of 1883-4, survived by a number of small children, some of whom are now residents of Ashtabula; Ella, married M. L. Atwater, and lived in Rock Creek, Ohio, for the greater part of her married life. She had four or five children, one of whom, Ralph, lives in Akron, Ohio; Lorraine, married Emory Latimer, she has two children, both of whom are married; Ellsworth, married Mary Wormel, and they are residents of Ashtabula, their three sons all married.

Henry Harrison Starkweather, the subject of this sketch, son of Isaac G. Starkweather, was born in Portage, N. Y., Feb. 22, 1840. His mother's death from typhoid fever occurred when he was a child of not quite three years of age, and his early life was spent on the home farm. Even as a boy he was a strong and fearless, yet gentle character, and struggled for the meager education it was possible to get between the long hours necessary for chores before and after school, and the additional discharge of a long walk to the schoolhouse. He had a keen, observing and retentive mind, and was able to sift the grain from the chaff in his early study. On Sept. 18, 1861, he enlisted in the Union Army, and became a member of the Eleventh New York Battery. He was wounded in action at Manassas Station at the beginning of the second Battle of Bull Run, and was discharged from the army because of resulting physical disability, Feb. 5, 1863. After his recuperation he joined the army of the west and served through the remaining years of the war as wagon master. The patriotism that sent him back into the service after serious injury was a distinguishing mark throughout his entire life. After being mustered out of the service he returned to the home farm.

The next few years were spent in various lines, including a partnership with B. M. Barber in the sale of pumps and harvesters, and a contract for cutting timber on the Ashtabula river flats, which occupied about one year. When the Nickel Plate road was built through this section he held the grading contract under Mr. Hepburn, the engineer in charge, and this gentleman was so impressed with Mr. Starkweather's energy and initiative that he wished him to continue in railroad construction with him. This was the great business opportunity of Mr. Starkweather's life,

and he was strongly tempted to accept, but his father's approaching old age and need for the aid and counsel of his son were the determining factors in his rejection of this offer. His filial affection and practical devotion were beautiful to behold, and day after day, upon the completion of his own duties, he would drive five miles to advise and help his father.

In 1880 Mr. Starkweather entered into a partnership with his old associate, B. N. Barber, in the lumber and stave business, later devoting himself entirely to his general contracting business. He was connected with the Ford brothers and Mr. Redhead in the development of that part of the city lying east of the river at the harbor, and at the time of his death was associated with Elon G. Pulman. During the years of his residence in Ashtabula he was the chief builder of the city streets, and perhaps 90 percent of the pavement that was laid here during his lifetime was built under his direction. Of this fact he was justly proud. King Street, on which his residence stood, was almost entirely the product of his energy, even to the planting of the trees along its entire length, and all Ashtabula is honeycombed with his work in streets, sewers, and pavements. He also built a large number of residences in the city, and in every way showed his belief in the future development and prosperity of Ashtabula. He was street commissioner of the city for a term of six years, receiving in his candidacy for his second term the support of both of the leading parties.

Mr. Starkweather was a man of genial, sociable nature, well liked by all of his associates, and it is said of him that while he insisted on diligent service from his employees, no employer held more implicitly the confidence of his men, and none had less trouble in securing their services. His quickness of temper was forgotten in his unfailing justice, and his ringing laugh was a most pleasing, heartening sound. He was particularly fond of children, and his road cart was usually filled with his little friends. His word given in business or personal relation he considered a sacred obligation, and no sacrifice or privation was too great in support of his pledged word. His life was filled with good works quietly performed. It was his beautiful team that drew the fire engine to the scene of the Ashtabula bridge disaster and for more than 50 hours he worked tirelessly to relieve the sufferers, bringing many of the stricken to the warmth and shelter of his own home. His daughter writes of him: "He was a dear, loving, loyal son, husband and father," and the words of his fellow citizens bear out amply this estimate of his character.

Henry Harrison Starkweather married Jan. 9, 1869, Sarah Marie John-

son, who was born in Watervliet, N. Y., March 4, 1842, and died Feb. 25, 1919. She was the daughter of Isaac Henry and Eliza (Ferguson) Johnson. Mrs. Starkweather came to Ashtabula with her parents and seven brothers when a girl of 16 years. She had been a teacher in the east and soon took up that calling in Ohio, teaching for a time in Saybrook, and then in the Ashtabula public schools until her marriage. "She was of a beautiful, serene Christian character, and loved by everyone who knew her". Isaac Henry Johnson, probably of Holland parentage, was a prosperous farmer and the father of a family of boys whose records in active life are those of useful and successful citizens. Isaac Henry Johnson was a lover of horses, and always had a spirited team in which he took great pride. His wife was a loyal member of the Methodist Church, a woman of many good works.

A. L. Johnson, a brother of Mrs. Henry Harrison Starkweather, was a very distinguished citizen of Ohio and Indiana for many years. He was born in Herkimer County, N. Y., and at the age of 12 years came to Ashtabula with his parents. At an early age he became interested in the lumber business and owned and operated a wood factory at Bluffton, Ind., and later engaged in the hardwood lumber business at Montpelier, Ind., with J. T. Arnold, under the firm name of A. L. Johnson & Company. In 1880 he went to Muncie, Ind., where he made his home the remainder of his life, and where he established a hardwood lumber mill. In 1884 he formed a partnership with William F. Hitchcock and founded a factory for the manufacture of skewers and other hardwood products. This plant was known as the Muncie Skewer Company. Mr. Johnson was a devout member of the First Baptist Church, a trustee of the Y. M. C. A., a member of the Board of Governors of the Muncie Home Hospital and president of the Delaware Country Club. He was also a 33rd degree Mason and a member of the Muncie Rotary Club. Mr. Johnson died at the age of 70 years and is buried in Muncie, Ind.

To Henry Harrison and Sarah Marie (Johnson) Starkweather three children were born, as follows: Martha Jeanette, lives at 28 Park Street, Ashtabula; Harrison Henry, married Ella Crofts and they have two daughters, Audrey Marie and Thora Jean; and Mayme Audrey, born Oct. 27, 1876, died April 16, 1906. She was married on Aug. 17, 1897, to Marriott A. Soules.

Mr. Starkweather while engaged in the paving of South Main Street, Ashtabula, was struck by a railroad train on the morning of Nov. 2, 1906,

and died in an ambulance while being taken to the hospital. His death came with crushing force to his family and cast a pall of sorrow over the entire community. He and his wife, who survived him 13 years, are buried in Edgewood Cemetery, where a beautiful monument marks their last resting place.

Joseph Murcerio, who owns and operates the Ashtabula Market House, is a progressive young business man of that section. He is a native of Italy, born April 13, 1891, and the son of Joseph and Theresa Murcerio. In 1901 Joseph Murcerio, Sr., came to this country and located in Pittsburgh, Pa., where he engaged in business. He is now deceased.

Joseph Murcerio came to the United States with his father in 1901, and remained in Pittsburgh until 1914, at which time he removed to Ashtabula. Four years later he engaged in business at 28 Spring Street, where he remained until February, 1922. Mr. Murcerio's present place of business at 185 Main Street, which is known as the Ashtabula Market House, is the only market of its kind in the city. He deals in groceries, meats, vegetables and fresh fruits.

On Feb. 4, 1912, Mr. Murcerio was married to Miss Sadie Chieramont, the daughter of Joseph and Josephine Chieramont. Mr. and Mrs. Murcerio have two children: Theresa, born Dec. 23, 1919; and Josephine, born Jan. 11, 1922.

Mr. Murcerio and his family are members of the Catholic Church.

R. E. Fowler, proprietor of the Elmwood Fruit Farm, ranks among the leading fruit farmers of Ashtabula County. He was born on North Ridge Road, one mile west of North Kingsville, March 2, 1879, and is a son of Henry W. and Ella Frances (Harmon) Fowler.

Henry W. Fowler, who lives retired, was born in Conneaut Township, Ashtabula County, is engaged in dairy farming and for many years has met with success. Mr. and Mrs. Fowler have four children as follows: R. E., the subject of this sketch; Mrs. Martell, North Kingsville Village; William, deceased; and one child died in infancy.

R. E. Fowler received his education in the Kingsville schools and also attended Spencerian Business College in Cleveland. He engaged in dairy farming with his father until 1913, at which time he became interested in the fruit business. Mr. Fowler now owns three fruit farms, which total 92 acres.

In 1899 Mr. Fowler was married to Miss Pearl Jacobs, a native of Gambier, Ohio, and a daughter of Alonzo and Catherine Jacobs. Mr. Jacobs died in 1909. He was a veteran of the Civil War and a leading merchant of Gambier for 40 years. His son, L. H. Jacobs, now owns and operates the shoe business there which was established by his father. Mr. and Mrs. Jacobs had three children: H. C., lives in Chicago; Mrs. Fowler; and L. H., who married Frances Young of Mt. Vernon, Ohio. Mr. and Mrs. Fowler have two sons: Harold, born Nov. 18, 1900, lives at home, and Theodore Alonzo, born May 16, 1903, was married May 29, 1922, to Virginia Sturgeon and two children have been born to them, Theodore Allen and Donna May. Theodore Alonzo is engaged in farming with his father.

Mr. Fowler is a Republican and belongs to the Masonic lodge. He is recognized as one of the representative and substantial citizens of this county and the Fowler family are highly respected citizens of the county.

Mrs. R. E. Fowler is interested in the breeding of Chinese Chows and she has won many ribbons at various dog shows. The dogs are highly valued and during the past year Mrs. Fowler sold several puppies, the sale of which totaled \$1,100.00. Mr. Fowler is a breeder of Black Silver Foxes, having paid \$3,000.00 for his first pair.

C. M. Peck, rural mail carrier out of Kingsville, is a substantial and highly esteemed citizen of Ashtabula County. He was born at Kingsville, Oct. 17, 1860, and is the son of Anson and Ellen (Loomis) Peck.

Anson Peck was an early settler of Ashtabula County. He lived at Kingsville for many years and was a wagon maker by trade. He died in 1920, and his wife died in 1917.

C. M. Peck received his education in the schools of Charlestown, Ohio, and also attended the old academy at Kingsville. For a number of years he was employed at the basket factory there and later engaged in the general merchandise business. After being in business for 15 years, Mr. Peck became a rural mail carrier in 1910 and has since served in that capacity.

In 1882, Mr. Peck was married to Miss May Morris, a native of Charlestown, Ohio, and a daughter of S. B. and Sophia (Brown) Morris. Mr. Morris died in 1918 and his wife died in 1923. They were the parents of two children: Mrs. Peck; and Mrs. R. H. Richa, whose husband

is a professor of English in the University of Kansas. To C. M. and May (Morris) Peck five children have been born as follows: Carl M., married Jessie Sheldon, lives in Ashtabula, has one son, Sheldon; Raymond, principal of the high school at Garrettsville, Ohio, married Frances Karnes; Nora; Ellen, lives in Columbus; Lucile, wife of Z. J. Davis, postmaster at Kingsville, has four children, Allen, Stanley, Rosamond and Elizabeth; Zada, wife Homer C. Porter, lives at Kingsville, and has five children, Charles, Raymond, Jean, Rachel and Fay.

Politically, Mr. Peck is a Republican. He and his family are members of the Presbyterian Church and he belongs to the Masonic lodge.

M. K. Udell, who is successfully engaged in the taxi business, is a well known citizen and a member of one of Ashtabula County's honored pioneer families. He was born in Ashtabula, May 3, 1883, and is the son of Benjamin Franklin and Nellie (Wakefield) Udell.

Benjamin Franklin Udell was a native of Ashtabula County, born Jan. 7, 1829, and the son of Frederick Udell, who was a native of Massachusetts, born in 1781. At an early date Frederick Udel came to Ohio and settled on the banks of the Mills Creek in Ashtabula. He owned one of the early day inns and was also a farmer, having entered a quarter of a section of land between Jefferson and Ashtabula. Mr. Udell was a prominent church worker of his time and walked between 12 and 15 miles each Sunday to attend services. John Udell, a brother of Frederick, was also widely known as one of the pioneers of the county. He wrote a history of his travels and experiences, which he believed would be of great value to the early day traveler. Mr. Udell made many trips across the county to California and his records show that he traveled 110,000 miles, 16,000 miles of which he walked.

Benjamin Franklin Udell was a farmer during his life and died in 1914. His wife, who was born at Plymouth, Ohio, July 30, 1844, is still living on the home place in Jefferson. Mr. and Mrs. Udell had three sons as follows: Benjamin, born Aug. 17, 1875, a farmer, lives at Jefferson, married Miss Cornelia Battington; Henry, born Oct. 25, 1879, a locomotive engineer, lives at Cleveland, married Lottie Freeman, and they have three children, Henry, Mary and Grace; and M. K., the subject of this sketch.

M. K. Udell spent his boyhood on his father's farm and received his education in the public schools of Jefferson. He engaged in farming when



M. K. UDELL

a young man and later was employed in Ashtabula as a street car conductor. For three years he was a fireman on the New York Central Railroad and in 1908 engaged in the grocery and meat business at 23 Station Street, which he conducted successfully for 11 years. In 1919 Mr. Udell became interested in the taxi business in Ashtabula and was located at 23 Station Street. In 1921 he built a garage, 120x35 feet at 49 Station Street, where he is at present located. He owns and operates seven large automobiles and does a large volume of business throughout the city. Mr. Udell claims he was the first man in the community to lower taxi rates, his fare from uptown to the depot being only 15 cents. His mileage rate is also 15 cents per mile.

On Feb. 17, 1908, Mr. Udell was united in marriage with Miss Minnie Kelley, a native of Erie, Pa., and the daughter of James and Anna Kelley, both deceased. Mr. and Mrs. Udell have two sons: Richard, born in August, 1909; and Donald, born Feb. 18, 1914.

Mr. Udell is identified with the Republican party in politics. His wife is a member of the Catholic church.

G. N. Crowther, an enterprising and successful young merchant of North Kingsville and postmaster of that place, was born in that village, March 6, 1896, and is the son of C. E. and Elizabeth (Lyon) Crowther.

C. E. Crowther was a native of Kingsville, born in 1856. He was a prominent fruit farmer of Ashtabula County for many years and retired in 1920. Mr. Crowther died Aug. 4, 1924, and his wife died Nov. 16, 1924, both are buried in East Lake Cemetery. Mr. and Mrs. Crowther were the parents of the following children: Herman E., lives at Jefferson, Ohio, married Ida Powers, and they have a daughter, Harriet; Catherine, married C. D. Force, lives at North Kingsville, Ohio, and they have five children, Robert, Elizabeth, Charles, Glenn and Homer; C. V., lives in Cleveland, married Miss Sylva Mullen of Alliance, Ohio; and G. N., the subject of this sketch.

G. N. Crowther has spent his entire life in Ashtabula County. After attending the public schools of North Kingsville, he was graduated from Ashtabula High School in 1915. He then engaged in the general merchandise business at North Kingsville, just across the street from his present location. In 1918 he sold his business and enlisted in the merchant marines, and served in that branch of the service for eight months. Upon

his return to North Kingsville, Mr. Crowther opened his present place of business. He handles a fine line of groceries and general merchandise, and also has the postoffice in connection.

On July 16, 1918, Mr. Crowther was united in marriage with Miss Gretchen Hollister, a native of Kingsville, and the daughter of T. S. and Eleanor Hollister, residents of North Kingsville. The Hollister family ranks among the leading pioneer families of Ashtabula County. Mr. and Mrs. Crowther have no children.

In politics Mr. Crowther is identified with the Republican party and he belongs to the Independent Order of Odd Fellows. He and his wife are members of the Presbyterian church and are widely and favorably known throughout the county.

W. E. Richmond, a well known citizen of Ashtabula County, who is engaged in the furniture and undertaking business at Kingsville, was born there July 28, 1887, and is a son of George D. and Florence (Hart) Richmond.

George D. Richmond was a native of Watertown, N. Y., who came to Ashtabula County with his parents at the age of 14 years. They settled at Kingsville where Mr. Richmond was reared by Mr. and Mrs. Thompson, his parents having died soon after their arrival at Kingsville. Mr. Richmond operated a tannery at Kingsville in partnership with Mr. Thompson for several years, after which he established the furniture business now conducted by his son. Their first building, located where the post office now stands, burned in 1918 and the two story building across the street from the post office, now owned by Mr. Richmond was purchased by his father about the year of 1918. In 1920, W. E. Richmond bought the building from his mother. The father died Nov. 24, 1920. The mother lives at Jamestown, N. Y.

W. E. Richmond was educated at Kingsville and when a young man went to Pittsburgh, Pa., where he remained 18 years. While there he became the owner of four motion picture theatres, besides other business interests. After his father's death he returned to Kingsville and took charge of the business, which is one of the oldest of its kind in Ashtabula County. In connection with the furniture and undertaking business, Mr. Richmond deals in wall paper and paint.

Mr. Richmond was married to Miss Althea Hays of Pittsburgh, Pa., the daughter of Bert and Clara (Markel) Hays. Mr. and Mrs. Richmond

have two children: June, who was graduated from the Kingsville Normal School at the age of 17 years; and George A., a student. Miss Richmond is the only pupil that has ever completed the four year course at Kingsville Normal School in three years.

Mr. Richmond is a member of the Presbyterian church and belongs to the Masonic lodge and the Independent Order of Odd Fellows. He is a member of the State Police and is Secretary of the Kingsville Fire Department. Mr. Richmond is a progressive citizen, who merits the esteem in which he is held by his fellow citizens.

Mrs. Margaret R. Thompson, known as Nellie Thompson, a widely known and highly esteemed citizen of Ashtabula County, who lives at Kingsville, is a native of Ohio. She was born at Kingsville, June 10, 1840, and is a daughter of Moses and Ruth (Pearsall) Pease.

Moses Pease was born at Plainfield, Oswego County, N. Y., in 1804, and came to Ohio in 1838. He was a mason by trade and also farmed 25 acres of land which he purchased in Kingsville Township. Mr. Pease later purchased a home at Kingsville where he died in 1896. His wife, also a native of New York, born Oct. 8, 1809, died in 1881. Mr. and Mrs. Pease, who were married in 1830, were the parents of the following children: Samuel, born Feb. 24, 1831, deceased; Roland, born Dec. 29, 1836, deceased; H. H. born March 19, 1849, mention of whom is made below; Sarah, born Feb. 30, 1833, deceased; Clarinda, born Dec. 3, 1834, deceased; Frederick, born in 1838, deceased; and Margaret R., the subject of this sketch.

H. H. Pease, who lives with his sister, Mrs. Thompson, was married to Miss Mary E. Barnum, of Rock Creek, Ohio, and to this union five children were born, as follows: F. A., married Miss Bell White, lives in Cleveland, where he is head of the F. A. Pease Engineering Company; William E., a chief engineer for the Van Sweringen Brothers of Cleveland, lives in Lakewood, Ohio; Harry R., doctor of osteopathy, lives at Steubenville, Ohio; Charles N., a locomotive engineer on the Nickel Plate Railroad, lives in Buffalo, N. Y.; and Nellie N., died at the age of 11 years.

Miss Margaret R. Pease has always lived in Ashtabula County. She was married to George Washington Thompson, who died in 1909. He owned a tannery at Kingsville for many years, which was built by Thomas Richmond and Julius Murray. To Mr. and Mrs. Thompson four children

were born, as follows: Gaylord Grant, lives in Conneaut, where he is chief clerk for the New York Central Railroad freight office, married Jennie Robinson and have a daughter, Aimee Thompson, who lives in Los Angeles, Calif., a motion picture actress, her stage name being Mae Busch; Raymond Clark, a telegraph operator, lives at Kingsville, married Etta Southwick, and they have three children, Gordon, Graedon, and Pearl Westfalls; Pearl E. Eastman, lives at Kingsville, and she has three children, Raymond Genivieve, and Marian; and Carlton H., an attorney, lives in Idaho, married Abbie Ingersoll. Mrs. Thompson has twelve great grandchildren and twelve grandchildren.

Mr. Thompson was a member of the Baptist church, as is his wife. The Thompson family is among the prominent and honored pioneer families of Ashtabula County.

C. E. Hawkins, a well known jeweler and watchmaker of Ashtabula County, who lives at Kingsville, is a native of Ohio. He was born at Kelloggsville, Oct. 15, 1867, and is a son of C. S. and Laura (Colburn) Hawkins.

C. S. Hawkins was a native of Kingsville, born in 1847. His parents came to this county from Connecticut in the early days. C. S. Hawkins was a cooper by trade and for many years owned a general merchandise store at Kelloggsville. He served during the Civil War and died in 1920. His wife lives at Kingsville and is 78 years of age. Mr. and Mrs. Hawkins had four children as follows: May, married W. E. Peck, and they have two children, Roland and Marion; C. E., the subject of this sketch; Grace E., born in 1869, married M. Hopkins, lives at Kingsville; and Leva R., born in 1871, married M. Griggs, and they have two children, Homer and Howard.

C. E. Hawkins received his education in the public schools of Kelloggsville, where he spent his boyhood. He learned his trade as a watchmaker at LaPorte, Ind., and engaged in the jewelry business in 1883 at Kingsville.

In 1911 Mr. Hawkins was married to Miss Calista R. Richmond, of Kingsville, and the daughter of G. D. and Florence Richmond. Mr. Richmond was a prominent business man of Kingsville for many years and died in 1920. His wife lives at Jamestown, N. Y. To Mr. and Mrs. Hawkins has been born one child, Laura Florence, born in 1920.

Mr. Hawkins is a Republican and served as township clerk for 16 years.

Miss Frances E. Holden is a member of one of the prominent pioneer families of Ashtabula County. She was born at North Kingsville, July 12, 1862, and is the daughter of Ira and Sara J. (Phelps) Holden.

Ira Holden was a native of North Kingsville and a leading citizen of that section during his life. He was a building contractor and died in July, 1913. Mr. Holden was a well known musician and was a member of the choir of the Methodist Episcopal Church in Ashtabula, where his father had served as choir leader. In 1861 Mr. Holden was married to Sara J. Phelps, also a native of North Kingsville, born April 30, 1839. She was the daughter of Mr. and Mrs. Francis B. Phelps. Her father was the son of D. C. Phelps who settled at North Kingsville in 1811. After their marriage Mr. and Mrs. Holden lived on the old Phelps farm where they spent the remainder of their lives. Mrs. Holden died in May, 1922, and is buried in East Lake Cemetery. To Mr. and Mrs. Holden one child was born, Frances E., the subject of this sketch.

Miss Frances E. Holden has spent her entire life at the ancestral home. After attending the schools there she was graduated with her mother in the Chatauqua Reading Course in 1889, and afterward graduated in physical culture and graduated at the Scorer School of Elocution and Oratory in Cleveland and was a student of music.

Miss Holden is a member of the Presbyterian Church of North Kingsville and has served as Sunday School superintendent for a number of years. She has always taken an active interest in club work and both she and her mother were members of the Orion Chapter No. 12 Order Eastern Star, Kingsville. Miss Holden is esteemed throughout the community as a woman of high ideals.

A. A. Mack, deceased, was a resident of Ashtabula County during his entire life. He was born at Sheffield, in 1853, the son of Albert and Rachel (Rogers) Mack.

A. A. Mack attended the district schools of Ashtabula County and when a young man learned the painter's trade which he successfully followed until the time of his death. Mr. Mack was employed by the New York Central Railroad for many years and as a foreman had charge of decorating the railroad depots in this section of the state. He died in 1913 and is buried at North Kingsville.

On Jan. 16, 1895, Mr. Mack was married to Miss Alta Sheldon, a member of one of Ashtabula County's honored pioneer families. She is

the daughter of Homer and Diantha (Merriman) Sheldon. Mr. Sheldon, who died in 1914, was the son of Ezekiel Sheldon, who entered a farm of 112 acres from the government. He was one of the first settlers of Ashtabula County and became a prosperous farmer, as did also his son Homer. The latter Mr. Sheldon took an active interest in school matters during his life and was influential in obtaining the centralized school system at Kingsville. He was for many years township trustee and a member of the school board. His wife lives at North Kingsville and is 81 years of age. Mrs. Mack is their only child. To Mr. and Mrs. Mack were born two children: Sheldon A., a graduate of Ashtabula High School and the Spencerian Business College at Cleveland, now lives with his mother; and Agnes, a graduate of Ashtabula High School and the University of Michigan, where she studied physical training. She is now in Cleveland.

Mr. Mack was a Republican. His wife belongs to the Pythian Sisters, the Maccabees and the Rebeckahs. Mr. Mack was highly respected and the Mack family is representative of the best citizenship of Ashtabula County.

A. C. Olson, a well known merchant of North Kingsville, and veteran of the World War, was born in Ashtabula, June 21, 1891, and is the son of Andrew M. and Anna (Johnson) Olson.

Andrew M. Olson, who now lives retired in Ashtabula, is a native of Sweden, as was also his wife. After coming to this country he engaged in business at Ashtabula for many years and served as commissioner during Dr. I. H. Pardee's administration. His wife died April 1, 1916. To Mr. and Mrs. Olson the following children were born: Charles, lives at Ashtabula Harbor; Herman, lives in Cleveland; A. C., the subject of this sketch; Ethel, lives with her father in Ashtabula; and LeRoy and Amanda, both deceased.

A. C. Olson was reared and educated in Ashtabula and after completing his schooling in 1906, engaged in the bakery business with his brother in Ashtabula. During the period of the World War, Mr. Olson volunteered for service and was sent overseas. Upon his return in October, 1919, he established his present place of business in North Kingsville, which is a wholesale and retail bakery. He also deals in confections. Mr. Olson maintains a delivery service throughout the surrounding community and has a well established trade.

In 1921 Mr. Olson was married to Miss Gail Osborne of Kelloggsville,

Ohio, the daughter of Andrew and Olive (Grove) Osborne, residents of Kelloggsville. To Mr. and Mrs. Olson have been born two children: Donald and Luella Ruth.

In politics Mr. Olson is identified with the Republican party. He is a member of the Methodist church and belongs to the Masonic lodge and the Independent Order of Odd Fellows.

Reuben Harmon, who lives on the North Ridge Road at North Kingsville, has been prominently identified with the agricultural interests of Ashtabula County for many years. He was born on a farm at North Kingsville, Oct. 4, 1858, and is the son of Hollis K. and Zeviah M. (Ransom) Harmon.

Hollis K. Harmon was a leading pioneer citizen of Ashtabula County. He was born at North Kingsville, April 12, 1830, and died Dec. 29, 1899. Mr. Harmon owned 110 acres of land and engaged in farming during his entire life. His wife, who was born in Maine, Oct. 1, 1828, came to this county with her parents when she was three years of age, is deceased. Mr. and Mrs. Harmon, who were married at Kingsville, in November, 1854, were the parents of the following children: Reuben, the subject of this sketch; Arthur C., lives on the home place, married Edith Potter, of Ashtabula, and they have one son, Glenn; and Hattie M., married William H. Weaver, lives at Monroe, Ohio, and they had five children, Bertha, deceased, was the wife of Garfield Bisbee, Fred, Mabel, wife of Charles Kidder, Alice, deceased, married Eugene Kidder, and Walter.

Reuben Harmon has always lived in Kingsville. He was among the most extensive stockmen of the county and owned 375 acres of land. Mr. Harmon is now living on his farm of 19 acres, which is located on North Ridge road, four and one-half acres are planted in fruit, and Mr. Harmon's residence, which was built in 1914, is among the fine homes of Ashtabula County.

In 1880 Mr. Harmon was married the first time to Miss Charlotte Hammond, who died Sept. 12, 1889, leaving three children as follows: Catlin S., born in 1885, lives with his father, married Miss Hazel Dean, of Monroe, Ohio; Ethel, married Harvey Walker, lives in Cleveland; and Charlotte, married F. J. Nearpass, a sketch of whom appears in this volume. In 1892, Mr. Harmon was married to Miss Harriet M. Stanton, of Sheffield, Ohio, and to this union three children were born, as fol-

lows: John Hollis, lives in Seattle, Wash., married Ruth Dickinson, of Ashtabula; Edwin L., a student in the Medical School of Western Reserve University, Cleveland; and Ruth, who died at the age of eight years. Mrs. Harmon died Oct. 15, 1922, and is buried at North Kingsville. John Hollis Harmon is a veteran of the World War.

Mr. Harmon is an independent voter. He is a reliable citizen, and was able to build up a successful farming business by his integrity and progressive methods.

Robert E. Martin, retired, is a prominent pioneer business man of Ashtabula. He was born in Perry Township, near Massillon, Starke County, Ohio, July 3, 1849, and is the son of Anthony and Barbara Martin.

Anthony Martin was a native of France, as was also his wife. He was born in 1806 and when a young man came to this country and located on a farm in Starke County, Ohio. Mr. Martin was a stone mason by trade but followed farming and also engaged in the mercantile business. He died in 1882 and his wife, who was born in 1806, died in 1875. Mr. and Mrs. Martin were the parents of ten children as follows: Anthony, deceased; Philip, deceased; August, was a veteran of the Civil War, having served with Company A, 13th Ohio Volunteer Infantry; Adam, deceased; Barbara, deceased; Catherine, married Adam Holsbach, deceased; Caroline, married Jacob Holsbach, deceased; Mary, the widow of Jacob Huether, lives at Sharon, Pa.; Sarah, married Jacob Crone, both deceased and Robert E., the subject of this sketch.

Robert E. Martin was reared and educated at Massillon, Ohio, and educated in the public schools, completing his high school course. In 1876 he came to Ashtabula where he engaged in the wholesale liquor business, becoming one of the most prosperous merchants of the city. He was later engaged in the grocery business until 1920, when he retired and now lives at 27 McGovern Avenue. Altogether Mr. Martin was in business more than 45 years.

Mr. Martin was married to Miss Abbie O'Connor, a native of Massachusetts, who died in 1884. Mr. Martin is an independent voter and a member of the Catholic Church. He is among the substantial and highly respected citizens of Ashtabula County.



ROBERT E. MARTIN

Thomas G. Madden, mayor of Kingsville, is a substantial and highly esteemed citizen of Ashtabula County. He was born at Oswego, N. Y., Jan. 28, 1862, and is the son of Thomas and Elizabeth (Griffin) Madden.

Thomas Madden was a native of Ireland. At the age of 20 years he came to the United States and settled at Oswego, N. Y., where he became a merchant. He died in 1864. His wife, also a native of Ireland, died in Sheffield Township. Their only child was Thomas G., the subject of this sketch. Elizabeth (Griffin) Madden was married the second time about 1865 to James E. Lyons, a native of Ireland. They lived in Cleveland about 40 years where Mr. Lyons was a teaming contractor. About 1878 they moved to Sheffield Township, Ashtabula County, and both died on the farm here. To them three girls and two sons were born. Those now living are: Mrs. Bert Lyons of Ashtabula and Mrs. Aldin Whipple, now living in Plymouth Township.

Thomas G. Madden grew to manhood in Cleveland and attended the public schools there. After completing his law course at the Cleveland Law School, Mr. Madden entered Baldwin-Wallace College at Berea, Ohio, from which he was graduated on June 4, 1914. He was admitted to the bar on June 25th of that year and on March 17, 1916, was admitted to the United States courts. Mr. Madden practiced his profession in Cleveland until 1920, at which time he retired and moved to North Kingsville. Before practicing law, Mr. Madden was captain in the Cleveland police force for 25 years.

On May 24, 1883, Mr. Madden was united in marriage with Miss Florence Marie Merriman, of North Kingsville, Ohio. To this union a daughter was born, Grace, who married Edward Beckwith of Cleveland. She died in 1909 at the age of 23 years.

Mr. Madden is a Republican and a member of the Catholic church. He is among the successful and dependable citizens of the community.

George Hall, retired contractor of Ashtabula County and a veteran of the Civil War, is a prominent citizen of the community in which he lives. He was born at Spalding, England, July 25, 1842, and is a son of William and Mary (Hollingsworth) Hall.

William Hall was a shoemaker by trade and died soon after the birth of his son, George, the subject of this sketch. In 1852 his widow and son came to the United States. She died in 1897 at Ashtabula. After

coming to this country Mrs. Hall was married to John Moffett, a native of England.

George Hall received his education in the schools in England and in different localities in the United States. At the outbreak of the Civil War he enlisted with Company H, 4th Michigan Cavalry, and served during the conflict. He then came to Ashtabula where he became a building contractor. In 1914 Mr. Hall retired from contracting. Since that time he has superintended the construction of several school buildings and factories in Ashtabula, among the latter being the American Fork & Hoe Company. He is now living retired at his home in North Kingsville Village on the North Ridge Road.

In October, 1869, Mr. Hall was united in marriage with Miss Eliza Sandhovel, who was born in Ohio, Oct. 25, 1848. To this union a daughter was born, Mary. She is employed in the Electric light office of the City of Ashtabula. Four other children are deceased, Bertha, Charles, Edna and Frank. Mary Hall is a member of the Daughters of the American Revolution.

Politically, Mr. Hall is a Republican. He and his wife are members of the Trinity Church of Ashtabula and Miss Hall is a member of the Presbyterian Church. Mr. Hall belongs to the Masonic lodge. He and his family are well and favorably known in Ashtabula County.

J. J. Bourquin is an enterprising and practical farmer of Kingsville Township. He was born at Tidioute, Pa., March 11, 1854, and is the son of J. J. and Frances (Ducray) Bourquin.

J. J. Bourquin, deceased, was a native of Switzerland and at the age of 20 years came to this country and located at Meadville, Pa., where he followed his trade as a blacksmith. Later in life he retired and engaged in farming. Mr. Bourquin died in 1895 and his wife, who was born in France in 1824, died in 1897. Mr. and Mrs. Bourquin were the parents of ten children as follows: Julius, a merchant, lives at Tidioute, Pa.; Alexander, deceased; Augustus, deceased; J. J., the subject of this sketch; Amos, lives in Colorado; George, a Federal Judge, lives in Montana; William, lives in Nevada; Mary, deceased; Eugenia, married John B. Stitzer, lives in Colorado; and Emma, married J. R. Raidor, lives at Denver, Colo.

J. J. Bourquin spent his boyhood at Tidioute, Pa., and attended the district schools there. At the age of 15 years he entered the mercantile

business as a clerk, in which capacity he served for 25 years. Mr. Bourquin then went to Montana in 1890, at which time he was appointed United States Land Clerk during President Harrison's administration. Five years later he removed to West Virginia, where he became interested in a lumber business. On account of poor health Mr. Bourquin was forced to retire from business in 1905, at which time he purchased his present farm of 10 acres in Kingsville Township, where he has since lived. He specializes in the raising of fruit and berries. The Bourquin residence contains ten rooms and is one of the attractive homes of the community.

On Jan. 8, 1884, Mr. Bourquin was married to Miss Eugenia Jannot, a daughter of Joseph and Jane Jannot, natives of France, and early settlers of Meadville, Pa. Mr. and Mrs. Jannot, deceased, were the parents of the following children: Joseph, lives in Spokane, Wash.; Charles, Julius, Eugene and Mary, all deceased; and Mrs. Bourquin, who was born July 29, 1859. Mr. and Mrs. Bourquin have a daughter, Frances Josephine, who was graduated from Allegheny College in 1917. After teaching school at Conneaut for five years, Miss Bourquin accepted a position as teacher of French and Spanish at the Erie High School, Erie, Pa.

Mr. Bourquin is a Republican and a member of St. Mary's Catholic Church of Conneaut. He and his wife are well known in their community and have many friends and acquaintances.

Thomas Asunmaa, manager of the Co-operative Grocery Company of Ashtabula Harbor, is a progressive and enterprising citizen of Ashtabula County. He was born in Finland, July 15, 1874, and is the son of Herman and Susanna Asunmaa.

Herman Asunmaa, who lives retired in Finland, has been a farmer all his life. His wife is deceased. They were the parents of the following children: Andrew, lives in Ashtabula; John and Mary, who live in Finland; Thomas, the subject of this sketch; and several other children who are deceased.

Thomas Asunmaa spent his boyhood in his native land and in 1891 came to this country and located at Ashtabula Harbor. In 1906 he became connected with the Co-operative Grocery Company as manager. This is one of the leading grocery stores of the Harbor and maintains a delivery system throughout the city.

Mr. Asunmaa was married in 1897 to Miss Susanna Arkki, and to this union three children have been born, as follows: Selma, lives in Cleve-

land; Taano E., employed by the Pennsylvania R. R.; and W. H., a clerk in the Co-operative store.

Mr. Asunmaa is a Republican, a member of the Finnish Lutheran church and belongs to the Modern Woodmen of America.

William A. Risley is among the prosperous farmers of Kingsville Township. He was born at Conneaut, Aug. 29, 1861, and is the son of Charles and Mary (Hart) Risley.

Charles Risley was a native of Pennsylvania and a veteran of the Civil War. When a young man he settled near Conneaut where he became a well known truck gardener. Mr. and Mrs. Risley had seven children, as follows: William A., the subject of this sketch; Philip, lives at Conneaut, married Agnes Salisbury, and they have two children, Mrs. Paul Whipple and Charles; Mildred, wife of B. D. Southwick, lives in Cleveland; Frances, married A. A. Warner, lives in Cleveland, and they have two children, Homer and Mrs. William Burke; Angeline, married Owen Sherran, deceased, and she lives in Cleveland and has one child, Katherine; Aleen, married William H. Gardner, lives in Cuyahoga County, Ohio, and they have a daughter, Helen; and Lois, married H. E. Fenn, lives at Ashtabula, and they have two children, Verna and Norman.

William A. Risley grew up in Conneaut and attended the schools there. He owns 66 acres of well improved land in Kingsville Township and does general farming.

On Oct. 3, 1886, Mr. Risley was married to Miss Jessie Dibell, of Kingsville, Ohio, who died in 1901. To this union five children were born, as follows: Fanny and Mary, deceased; Clyde, lives at Ashtabula, is a veteran of the World War, married Martha Miller, and they have a son, William; Mrs. Harold Roath, lives in Ashtabula, has one daughter, Helen; and Nellie, married Harley Brewster, lives in Conneaut, and they have one daughter, Shirley.

On April 16, 1902, Mr. Risley was married to Miss Hattie Payne, a native of Harpersfield, Ohio, and a daughter of Horace and Rhoda (Bates) Payne. Mr. Payne was born at Austinburg, Ohio, in 1839, and died at the age of 73 years. He was a veteran of the Civil War and a successful farmer. His wife, who was born at Harpersfield, in 1842, died at the age of 75 years. They reared a family of four children, three of whom are now living: Mary, the wife of F. G. Woodworth, now lives at New Castle,

Pa.; Mrs. Risley; and Mrs. Ida Wolcott, lives at Warren, Ohio. To William A. and Hattie (Payne) Risley two sons have been born: Walter, who lives home; and Edgar, a student. Before her marriage Mrs. Risley taught school for 17 years. She has been correspondent for the Ashtabula Star Beacon since 1891.

Mr. Risley and wife are Republicans. She is a member of the Methodist Church of Kingsville. The Risley family is widely known throughout Ashtabula County and they have many friends.

W. R. Mack, who is successfully engaged in the meat business at 499 Main Street, Ashtabula, was born in that city April 28, 1885, and is a son of J. S. and Clara (Wright) Mack.

J. S. Mack was born at Sheffield, Ohio, and has spent his entire life in Ashtabula County. He is a painter by trade and lives at 49 McGovern Street, Ashtabula. Mr. and Mrs. Mack have five children as follows: Homer, lives in Cleveland; Floyd E., lives at Camden, N. J., married Catherine Bonnell and they have two children, Clyde and Mildred: W. R., the subject of this sketch; Clifford, lives at Home; and Ethel Sherman, lives at 33 McGovern Street, Ashtabula.

W. R. Mack attended the public and high schools at Ashtabula. For the past five years he has owned and operated the Bunker Hill Meat Market. He carries a fine line of meats, oysters, etc., and has an extensive trade.

Mr. Mack has three children, as follows: Marion, 16 years of age, a student at Ashtabula High School; Dorothy, 13 years of age, and Gordon, 11 years of age, both students.

Mr. Mack is a member of the Presbyterian Church and belongs to the Lions Club.

Mary L. Gee, who is widely known throughout Ashtabula County as a highly esteemed citizen, is a native of Pennsylvania. She was born in Erie County, and is the daughter of Richard and Louisa (Barr) McCreary.

Richard McCreary, a native of Erie, Pa., was an early settler of Kingsville, having settled there in 1855. He purchased 200 acres of land and became a successful farmer. He died in 1881. Mr. and Mrs. McCreary were the parents of the following children: Harrison Lee, deceased; Elizabeth, lives at Amboy, Ohio; Mary L., the subject of this sketch; Harriet M., lives near Kingsville; Ellen, deceased; Richard, deceased.

Mary L. McCreary was reared on her father's farm and received her education in the district schools. After teaching school for several years in Ashtabula County and Erie, Pa., one year, she was married at North Kingsville, Sept. 13, 1871, to Francis W. Gee, a native of Mahoning County, Ohio. To this union four children were born, as follows: J. M., lives in Cleveland, where he is engaged in the real estate business, married Helen Mills, of Mayville, N. Y.; S. J., a farmer, lives at North Kingsville, married Gertrude Culbertson, and they have three children; Clyde W., who died in 1919, was married to Jessie Blair; Louisa, lives at home with her mother.

Mr. Gee died March 8, 1897, and is buried at Kingsville. His wife and daughter still live on the home place of 127 acres, which is located on Lake Road, about a mile north of North Kingsville.

Mrs. Gee is a Republican and a member of the Methodist Church. The Gee family has always been held in high regard by a large acquaintance.

Joseph Napoletano, a notary public of Ashtabula Harbor, who is successfully engaged in the real estate business, is a prominent citizen of Ashtabula County. He was born in Italy, June 6, 1867, and is the son of Salvatore and Mary V. Napoletano.

Salvatore Napoletano and his wife were born in Italy, where they had always lived. He was a city clerk of his town which was a life time position; he died in 1912. His wife died in 1918. They were the parents of the following children: Alfred, lives in New York; Joseph, the subject of this sketch; Attilo, lives in Italy; Pasqualine, Esther, who also live in Italy.

Joseph Napoletano received his education in the schools of his native land and practiced law there for five years, after having served in the Italian army for five years. In March, 1894, he came to the United States and located at Ashtabula, where he was employed on the docks. Later he engaged in the insurance business for 12 years and represented the Metropolitan Life Insurance Company. Mr. Napoletano studied law in the law offices of Mr. Goddard at Ashtabula Harbor and during Mr. Goddard's absence in the west for 18 years, Mr. Napoletano had complete charge of his practice. He is also interested in the real estate business and does a large volume of business. His office is located at 68½ Bridge Street, Ashtabula Harbor.

Mr. Napoletano was united in marriage with Miss Madeline Daniel, also a native of Italy, and to this union five children have been born, as follows: Albert, married May Pearson, and they have three sons, Charles, Frank, and Edward; Joseph; Vincenta, a teacher, married in 1921 to G. A. Simpson, lives in Detroit, Mich., and they have two children, Madeline, and Franklin; Joseph, married Iva Mitchell, and they live in Detroit, Mich., and have two children, Richard and Doris; Thomas S., married Hilda Peters; and Mary. The above children all live in Detroit, Mich.

Mr. Napoletano is a Republican, a member of the Elks lodge and the Order of Sons Italy. Mr. Napoletano has held many public offices and during the World War took an active part in the affairs of the county in promoting drives of various sorts. In 1921 he was elected township trustee of Ashtabula Township and has been chairman of the board since that date. He is a stockholder in the Marine National Bank of Ashtabula Harbor and is also connected with the Ashtabula Harbor and Peoples Building & Loan Associations. Mr. Napoletano is progressive and public spirited and one of the substantial and widely known citizens of Ashtabula Harbor.

Abram L. Sage, a well known citizen of Ashtabula, and agent for gasoline, is a leading business man of Ashtabula County. He was born at Cortland, Ohio, March 2, 1852, and is a son of James and Mary (Everett) Sage.

James Sage was killed while in service during the Civil War. Before enlisting for service he engaged in farming in Trumbull County, Ohio. Mr. Sage was a member of the 105th Ohio Volunteer Infantry, and was 38 years of age at the time of his death. His wife died in 1908, at the age of 79 years. Mr. and Mrs. Sage were the parents of nine children, seven of whom are now living. Abram L., the subject of this sketch, was the fourth in order of birth.

Abram L. Sage received his education in the schools at Bristolville, Ohio, and at the age of 21 years, entered the employ of the C. F. Dunbar Company, who at that time were dredging the Harbor at Ashtabula. Ten years later Mr. Sage became a foreman on the docks at Fairport, Ohio, installing machinery, and three years later went to Cleveland. There he was employed by the Andrews and Hitchcock Company for three years and for 20 years was employed by the New York Central Railroad Company. In 1916 Mr. Sage came to Ashtabula and opened a garage and

salesroom on West Prospect Street. He did a general repair work and also carried a complete line of accessories and tires. Mr. Sage was associated in business with his son, Abram Leo. They are now wholesale dealers in gasoline and handle Empire High Test and Standard Oil products. Storage tanks owned by this company have a 44,000 gallon capacity, and with their stations, total 50,000 gallons. Mr. Sage owns four filling stations and delivers to Geneva and neighboring towns.

In 1882 Mr. Sage was married to Miss Mary Clark, a native of Fowler, Ohio, who died in 1917. A son, Abram Leo, married Mildred Isham, of Ashtabula, and they have two children, Warren Abram and James Abner.

In politics Mr. Sage is identified with the Republican party. He is a member of the Dredge Engineers Society of Chicago. Mr. Sage is among the representative citizens of his community.

On June 25, 1924, Mr. Sage leased his garage and the retail business on Prospect Street.

Sept. 15, 1924, Mr. Sage moved to 529 Main St., where he owns a fine residence. He also owns 83 acres of land in Saybrook Township.

Frank J. Blair, civil engineer, is among Ashtabula's enterprising and substantial business men. He was born in Ashtabula, July 26, 1873, and is the son of Henry James and Cordelia V. (Jeffords) Blair.

Henry James Blair was born in Waterford, Pa., March 31, 1831, and came to Ashtabula at the age of 12 years, when his parents died. He was one of the pioneer lake captains of this section and died Feb. 14, 1907. His wife was a native of Chautauqua, N. Y., born Nov. 28, 1837, and came to Ashtabula with her parents when she was two years of age. She died Feb. 28, 1915. After coming to this county from New York Mrs. Blair's parents settled on a farm near Rock Creek. Her father served throughout the Civil War and died in Nashville, Tenn. A sister of Henry James Blair, Sarah A., married Charles V. Bowers, lumber dealer. She is now deceased. To Mr. and Mrs. Blair the following children were born: Jennie A., Ashtabula; Joseph, born Oct. 25, 1863, died Sept. 27, 1904; Laverne L., married H. M. Kunkle, a sketch of whom appears in this volume; Charles, born Jan. 7, 1876, died Nov. 1, 1902; Frank J., the subject of this sketch; and John, born Aug. 29, 1871, died July 23, 1921.

Frank J. Blair spent his boyhood in Ashtabula and attended the public schools. When a young man he entered the employ of the city of Ashta-



CORDELIA V. BLAIR



HENRY JAMES BLAIR

bula for 16 years. Mr. Blair has been connected with the Pennsylvania Railroad and the New York Central Railroad in the capacity of civil engineer. He was also located in Cleveland and Youngstown at various times. He was also connected with the Great Lakes Engineering Company and with H. E. Mann of Ashtabula. Mr. Blair is now in business for himself and handles all kinds of engineering.

Politically, Mr. Blair is a Democrat. He holds membership in St. Peter's Episcopal Church, and belongs to the Masonic and Elks Lodges and the Modern Woodmen of America. Mr. Blair with his sister lives at the old homestead at 531 Lake Street. He is a man esteemed throughout Ashtabula County for his reliability and industry.

Oscar E. Osborne, retired building contractor, is one of the well known and dependable citizens of Ashtabula County. He was born in Sweden, May 14, 1867, and is the son of P. O. and Augusta (Osberg) Osborne.

P. O. Osborne was a blacksmith in early life. After coming to this country from Sweden he engaged in carpentry and cabinet making in Milwaukee, Wis., where he died in 1904. His wife died in 1909. They were the parents of eight children, as follows: Charles, deceased; John, lives in Milwaukee, Wis.; Edward, deceased; Oscar E., the subject of this sketch; Hilda, the widow of H. Swanson, lives at Milwaukee, Wis.; Gus, deceased; Fred, lives in Milwaukee; and Delmer, died in infancy.

Oscar E. Osborne was reared and educated in his native land and in 1886 came to the United States and located in Milwaukee, where he worked at his trade as mason. Three years later he came to Ashtabula and engaged in the building business, in which he met with marked success. For the past ten years Mr. Osborne has lived retired at 34 Bond Street. Each winter is spent at Daytona Beach, Florida, where Mr. Osborne owns a \$17,000 home. He constructed many of the well known buildings in Ashtabula, including the J. T. Smith building, the Ashtabula library, the J. L. Wilson building, the Ashtabula old Telephone Exchange, the Ducro building, and the Kunkle building at the Harbor, numerous school buildings and the receiving vault in Chestnut Grove Cemetery.

On Aug. 18, 1891, Mr. Osborne was married at Ashtabula Harbor to Miss Gertrude Wright, a native of Plymouth, Ohio, born Aug. 8, 1869, and the daughter of William O. and Nancy (Bartram) Wright. Mr. Wright was a native of Lake County, Ohio, born in 1839. He was a

farmer and later in life conducted a general store at Carson, Ohio. He died Oct. 4, 1911, and his wife, who was born in 1844, died Aug. 15, 1915. They were the parents of four children: George E., born Sept. 8, 1863, died in 1906; Lyman O., a grocer, at 389 Main Street, Ashtabula; Florence D., born Feb. 24, 1887, lives with subject; and Mrs. Osborne. Mr. and Mrs. Osborne have a son, R. L., who was born April 24, 1893. He was a graduate of the Ashtabula high school. While a student in Wooster College he enlisted during the World War in Company C, 34th Ohio Engineers, and served overseas throughout the war. At the time of his discharge he held the rank of sergeant of the engineering corps. Mr. Osborne is engaged in the battery business in Ashtabula. On April 5, 1919, he was married to Miss Ruth McClelland, of Wooster, Ohio. He and his wife are members of the First Presbyterian Church.

Oscar Osborne is a Republican and a member of the Congregational Church. He belongs to the Masonic lodge and the Independent Order of Odd Fellows. Mrs. Osborne is past president of the Ohio Rebekah Assembly and for many years has taken an active interest in its affairs. Mr. and Mrs. Osborne have an extensive acquaintance in Ashtabula County and are highly esteemed.

Mike Laurello, grocer, is an enterprising young business man of Ashtabula Harbor. He was born in Italy, May 23, 1892, and is a son of John and Jane Laurello.

John Laurello came to this country from Italy in 1921. He was a stone mason by trade and is now retired. There were seven children in the Laurello family as follows: Mike, the subject of this sketch; Charles, Pascolina, Louise, Anna, Cosma, and Adeline, all residents of Ashtabula.

Mike Laurello spent his boyhood in his native land and attended the schools there. At the age of 18 years he came to the United States and located in Ashtabula, where he followed his trade as a stone mason. Mr. Laurello has been engaged in the grocery business at 235 West Street since 1923.

Mr. Laurello was married to Miss Mary Steffans of Ashtabula and to this union four children have been born: John, Nicholas, Harry and Olanda.

Mr. Laurello and his family hold membership in the Catholic church and he is held in high regard throughout the community.

Asa Brassington, who conducts a general merchandise store in Saybrook Township, is a member of a well known pioneer family of Ashtabula County. He was born at Saybrook, Ohio, in 1850, and is the son of John and Eliza (Brondage) Brassington.

John Brassington was a native of New York, as was also his wife. They were married there in 1833 and five years later came to Ashtabula County and located on a farm on North Ridge Road near Saybrook. He was a wool buyer and died in July, 1901, at the age of 93 years. His wife died Oct. 25, 1900, at the age of 87 years. Mr. and Mrs. Brassington were the parents of 12 children; four of whom are now living: Frank, a retired hardware merchant, lives in Shaker Heights, Ohio; Asa, the subject of this sketch; Mary Savage, lives in Detroit, Mich.; and James W., engaged in the real estate business in Cleveland.

Asa Brassington was educated in the schools of Saybrook and engaged in farming and stock raising until about five years ago, at which time he established his present business.

Mr. Brassington was married on December 27, 1917, to Miss Addie M. Preston, a native of Michigan, born Oct. 11, 1872, and the daughter of Levi R. and Lucinda O'Brien Preston. Mr. Preston was born in Sandusky County, Ohio, Dec. 24, 1849. His wife died Feb. 15, 1915. Two sons, Glen Y. and Elton, live in Michigan. Mr. Brassington married the first time to Helen M. Brown and to this union three children were born, as follows: Charles E., lives in Toledo, Ohio, married Nettie Johnson, and they have one child, Dorothy; Ray, deceased; and Mrs. Gertrude Lewis, lives in Detroit, Mich., and had one child, Helen, now deceased.

Helen Brown Brassington was born in 1852 in Erie County, Pa. She died Aug. 28, 1917.

Mr. Brassington and his wife hold membership in the Methodist church and are highly respected citizens of Ashtabula County.

W. W. Cosner, a prosperous farmer and stockman of Kingsville Township, and the owner of 88 acres of good farm land, was born in West Virginia, Jan. 6, 1856, and is the son of Henry and Nancy (Roby) Cosner.

Henry Cosner was a native of Grant County, W. Va., and a farmer during his entire life. He died in 1886 and his wife died in 1920. They were the parents of ten children, five of whom are now living, as follows: Thomas, a farmer, lives in West Virginia; Otto, also a farmer, lives in

West Virginia; Hesther, married Elihu Sanders, lives in West Virginia; Aldina, married George Bennett, lives in West Virginia; and W. W., the subject of this sketch.

W. W. Cosner spent his boyhood on his father's farm and attended the district schools. He owned 123 acres of land in his native state and in 1906 sold his interests and came to Ashtabula County and located on his present farm in Kingsville Township. The place is well improved.

Mr. Cosner was married to Miss Rebecca Keith, deceased. To this union three children were born: Rosa Bell, wife of George Parks, New York state; Charles W., lives in Pennsylvania; and Martha Ann, the wife of Earl Gardner. Mr. Cosner was married the second time to Miss Seffrona C. Johnson, and to this union two children were born, as follows: Claretta, married Ed Bisby, a linesman, lives in Kingsville; Hettie, lives at home.

In politics Mr. Cosner is identified with the Democratic party. He is an industrious farmer, highly esteemed in his neighborhood.

Marshall Carter Wright, who now lives retired in Saybrook Township, is a member of a well known pioneer family of Ashtabula County. He was born at Saybrook, June 26, 1850, and is the son of Moses and Caroline (Sweet) Wright.

The Wright family came to Ashtabula County from Vermont in 1815 and settled on a farm on South Ridge Road, near Saybrook. Moses Wright was the son of Jesse N. Wright, who died at Saybrook, at the age of 82 years. He was a prosperous farmer, as was also his son Moses. The latter died in 1897, and his wife, a native of Ashtabula, died at the age of 59 years. They were the parents of the following children: Henry, deceased; Marshall Carter, the subject of this sketch; Edward, lives in Saybrook Township; Charles, deceased; Jesse N., lives in Saybrook Township; Adelaide, deceased, was the wife of Lewis Hemminger; and Ruth E., lives at Saybrook.

Marshall Carter Wright was reared on his father's farm and attended the schools of Saybrook. When a young man he engaged in farming and later became interested in the basket making industry, in which he was successfully engaged until 1908. Mr. Wright's factories were located in Ashtabula and New York. Since the time of his retirement he has lived on his farm of six acres on North Ridge Road between Ashtabula and Saybrook.

On Jan. 29, 1879, Mr. Wright was united in marriage with Miss Eliza M. Crook, a native of Watertown, N. Y., and the daughter of John and Mary Ann (Rose) Crook, natives of England who settled in Ashtabula County in 1876. Mr. Crook died in 1886 and his wife died in 1898. They were the parents of the following children: Rebecca, Benjamin, Joseph, Anna, Helen and John, all deceased; Mrs. Wright; and Martha, deceased. To Mr. and Mrs. Wright three children were born: Maud B., born Feb. 1, 1880, the widow of John V. Haskell, and she has two children, Maud Lois and David L., lives at Alliance, Ohio; Grace M., born in 1885, married John Brocklehurst, lives in Florida, and they have four children, Clinton, Bruce, Marion and Helen; and Howard M., born Aug. 25, 1896, married Helen Okerson, and they have two children, Iona and James M. Howard Wright is a graduate of Ashtabula High School and was a veteran of the World War.

Mr. Wright is a Republican and has served as township assessor for 20 years, and is a member of the school board. He is a member of the Independent Order of Odd Fellows. He is one of the substantial citizens of his community.

W. A. Gran, who is the owner of one of Ashtabula County's most modern stock farms, was born in Finland, Dec. 30, 1862, and is a son of Frank W. and Mary (Tornikoski) Gran.

Frank W. Gran, deceased, was a native of Finland and spent his entire life there and was a farmer. His wife is also deceased.

At the age of 29 years W. A. Gran came to this country and settled at Ashtabula Harbor, where he worked at his trade as a carpenter for two years. He then purchased 50 acres of land on the Austinburg road in Saybrook Township, where he now lives. He has added to his land holdings and is now the owner of 186 acres of good farm land. The place is well improved with all modern appliances. Mr. Gran specializes in dairy farming and has 30 cows. There is also a complete machine shop on the Gran farm, and two large tractors.

On April 20, 1886, Mr. Gran was married in Finland to Miss Sophia Berg, who was born Aug. 22, 1858. To this union eight children have been born, as follows: Emily Sophia; Mrs. Nestor Mackey, lives at Saybrook; Mrs. W. R. Beckwith, lives at home, and has a daughter Catherine Emily; William T., lives at Saybrook, married Ilene Cummings, and they have two children, William T. Jr., and Robert E.; Edward L., married

Thelma Lintella, lives in Ashtabula, and they have one son, Edward L. Jr.; John B., at home; Ida and Dora, both of whom died in infancy. William T. Gran is a veteran of the World War, having served with the 331st Ohio Infantry.

Mr. Gran is a Republican and a member of the Lutheran Church. He is well known throughout the county, where he is highly esteemed as a man of progress, industry and initiative.

Emory C. House, a successful and enterprising farmer of Saybrook Township, is a native of Ashtabula County. He was born on a farm in Morgan Township, June 8, 1869, and is a son of Earl and Elmira (Roth) House.

Earl House was born at Lenox, Ohio, in 1848. He was a veteran of the Civil War and a leading farmer and stockman of Morgan Township for many years. In 1918 he sold his farm and removed to Saybrook, where he died two years later. His wife, who was born in Ohio, now lives at Austinburg, with her daughter and is 73 years of age. Mr. and Mrs. House had four children, as follows: Emory C., the subject of this sketch; Lettie Bissell, lives near Austinburg, Ohio; Edgar L., lives at Conneaut; and Hattie Cowlter, lives at Austinburg, with her mother.

Emory C. House grew to manhood on his father's farm in Morgan Township and was educated in the district schools there. In 1900 he purchased his first farm of 50 acres in Saybrook Township and in 1919 purchased the adjoining farm of 55 acres which was owned by J. J. Willey. He specializes in dairy farming and has a well improved farm.

Mr. House was married first to Miss Winifred Baldwin, and to this union two children were born: Earl and Mildred, both deceased. On March 23, 1904, Mr. House was married to Miss Etta Calloway, a native of Austinburg, Ohio, and a daughter of Carmi and Lestina (Strong) Calloway, natives of Ohio, both now deceased. Mr. Calloway died in 1920 at the age of 78 years and his wife died in 1908. They were the parents of the following children: Edward and Mary, deceased; Ella Haywood, lives at Madison, Ohio; Stella Lapham, lives at Unionville, Ohio; Kate Duncan, deceased; Adelbert, lives in Plymouth Township, Ashtabula County; Albert, lives at Austinburg, Ohio; Frank, lives at Austinburg; Susie Root, lives at Austinburg; Mrs. House; Alice Harris, lives at Madison, Ohio; Cora Spring, lives at Geneva, Ohio; Arthur, lives at Unionville, Ohio;

Orion, lives at Farmdale, Ohio; and Myra Warren, lives at Ashtabula. Mr. and Mrs. House have one son, Howard C., a high school student.

Mr. House is a Republican, a member of the Christian Church at Rock Creek, and a respected citizen of his community.

E. E. Welton, a substantial and well known farmer of Saybrook Township, is a member of one of Ashtabula County's oldest families. He was born at Harpersfield, Ohio, Nov. 22, 1849, and is the son of Nathan and Chrinthia (Griffin) Welton.

Truman N. Welton, grandfather of the subject of this sketch, was a native of Connecticut, and among the earliest settlers of Austinburg. He was a teacher for many years and later purchased a farm of 100 acres in Saybrook Township, where he engaged in dairy farming. His son, Nathan, was born in Ashtabula and became one of the farmers and stockmen of the county. He died at the age of 65 years and his wife died at the age of 57 years. They were the parents of five children, two of whom are now living: E. E., the subject of this sketch; and Arthur, who lives in Ashtabula.

E. E. Welton grew up on his father's farm and attended the schools of Austinburg. When a young man he entered the employ of the New York Central Railroad as a switch tender, where he remained until 1908, at which time he purchased his present farm. At one time Mr. Welton owned 112 acres, 40 of which were later sold to his son-in-law, Harry Bolte.

Mr. Welton was married first to Miss Fannie Starkweather, deceased. She met her death while preparing breakfast for her family, when her clothing was ignited and she died from burns. Mr. and Mrs. Welton were the parents of five children: Edward, who died in 1917; Ernest, lives at Akron, Ohio; Robert, Ashtabula; George, lives at Saybrook; and Mrs. Pearl Parker, lives at Kenmore, Ohio. On March 24, 1886, Mr. Welton was married to Miss Catherine Frambaugh, a native of Liverpool, Ohio, and the daughter of Leobold and Margaret (Mott) Frambaugh, both deceased. To Mr. and Mrs. Frombaugh the following children were born: Margaret Offenburg, lives at Lenox, Ohio; Lena Neff, Helen Walton, and Jacob, all deceased; Henry, lives at Akron, Ohio; Anna Hill, Mary Walton, Theodore, George, and Charles, all deceased; and Mrs. Welton. To E. E. and Catherine (Frombaugh) Welton, ten children were born, as follows: Frederick, born Jan. 16, 1886, lives at Ashtabula; Willard, born Nov. 16,

1888, lives at Ashtabula; Lewellyn, born May 2, 1890, lives at East Ashtabula; Harry, born Sept. 4, 1892, died at the age of 18 years; Cora, born July 23, 1894, wife of C. J. Lockwood, Madison, Ohio; Harvey, born July 26, 1896, a veteran of the World War, lives at home; Elsie, born Aug. 12, 1898, wife of Harry Bolte, Ashtabula; Bernice, born Oct. 10, 1902, wife of Willis Mosier, Garrettsville, Ohio; Earl, born May 11, 1907, and Lillian, born Jan. 4, 1909, both at home.

Mr. Welton is one of the highly esteemed men of his community.

Edward Bjerstedt, owner and proprietor of the Ashtabula Bakery, is a successful and highly esteemed business man of Ashtabula. He was born in Sweden, July 7, 1868, and is the son of Per and Martha (Rasmusson) Bjerstedt.

Per Bjerstedt and his wife, who now live retired in Sweden, are the parents of the following children: Edward, the subject of this sketch; Anton, a sketch of whom appears in this volume, lives at Conneaut, Ohio; Bror, employed by his brother, Edward; and several other children who live in Sweden.

Edward Bjerstedt was reared and educated in Sweden and in 1888 came to this country and located in New Hampshire, later removing to Wilcox, Pa. In 1894 he came to Ashtabula, and the following year engaged in the bakery business on Bridge Street. In 1901 Mr. Bjerstedt built the building at 31 Lake Street, where he is now located. The Ashtabula Bakery ranks among the finest bakeries in the county and during his many years of business here, Mr. Bjerstedt has established an excellent trade. He employs 30 people and operates six trucks throughout Ashtabula and the surrounding towns. Mr. Bjerstedt lives at 18 Fairfield Avenue, where he owns an attractive home of 11 rooms. He also owns a well improved farm of 20 acres north of Ashtabula on the Ridge Road.

On Oct. 16, 1897, Mr. Bjerstedt was united in marriage with Miss Mary McCarty, of Ashtabula, born Feb. 1, 1879, and the daughter of Dennis and Harriet (Poole) McCarty, both deceased. Mr. McCarty, a native of Ireland, died at Ashtabula in 1898 at the age of 54 years. His wife, who was born at Ripley, N. Y., died in 1888 at the age of 38 years.

Calvin Poole was a native of Connecticut and at the age of 20 years removed to New York, and it is said he taught the first school west of



EDWARD BJERSTEDT AND FAMILY

the Genesee River. He was born April 22, 1811, and in February, 1873, came to Ashtabula County and settled at Conneaut, where he was engaged in the mercantile business with J. A. Caldwell for many years. Mr. Poole was Mrs. Bjerstedt's maternal grandfather and a leading pioneer of Ashtabula County.

To Edward and Mary (McCarty) Bjerstedt three children were born, as follows: Harriet, born Sept. 25, 1898, married Dr. H. K. Porter, a dentist at 8 Center Street, Ashtabula; Edward, born Nov. 14, 1899, a graduate of Ashtabula High School, was married Oct. 4, 1924 to Dorothy Durkee, now lives in Amboy, Ohio; and Robert, born June 2, 1910, lives at home.

Politically, Mr. Bjerstedt is a Republican. He and his children are members of the Lutheran church, and he belongs to the Elks, the Exchange Club and the Chamber of Commerce. Mr. Bjerstedt is held in high regard throughout the community and is an excellent citizen.

J. Wallace Lapham, a leading farmer and stockman of Saybrook Township, and a member of one of Ashtabula County's oldest families, was born in Lake County, Ohio, March 14, 1863. He is a son of Jacob and Harriet (Scribner) Lapham.

Jacob Lapham was born in Dutchess County, N. Y., and became one of the prominent farmers and stockmen of his time. His father and two uncles came to Ohio from Connecticut many years ago, making the trip on foot. Mr. Lapham died June 24, 1900, at the age of 96 years, and his wife died in 1877, at the age of 48 years. They were the parents of five children: Alonzo, deceased, and his widow, Stella Calloway Lapham, lives at Unionville, Ohio; Marlin, married Almeda McClelland, both deceased; Catherine J. Smith, deceased; Evelyn, deceased, was the wife of William Hazen; and J. Wallace, the subject of this sketch.

J. Wallace Lapham was reared and educated at Geneva, Ohio. He began his career as a farm hand and in 1910 purchased his present farm of 50 acres which is located on the Austinburg road in Saybrook Township. Mr. Lapham does general farming and dairying.

On Jan. 2, 1899, Mr. Lapham was united in marriage at Andover, Ohio, with Miss Julia Baldwin, a native of Saybrook Township, and the daughter of John and Eliza (Brown) Baldwin. Mr. Baldwin was born at Gustavus, Ohio, and died at the age of 46 years, in 1886. His wife,

who was born at Ashtabula Harbor, died in 1911, at the age of 73. Mr. and Mrs. Baldwin were the parents of the following children: Mrs. Ellen Bennett, lives at Saybrook; Truman B., lives at Ashtabula Harbor; Elizabeth, married Albert E. Long, lives at Dover, Ohio; Mildred, married R. A. Barber, lives at Conneaut, Ohio; Anna Eliza, lives in Ashtabula; Sarah, married F. A. Miller, lives in Ashtabula, and Mrs. Lapham. Mr. and Mrs. Lapham have one son, Leslie, who was born April 22, 1908. He is a student at Ashtabula High School.

In politics Mr. Lapham is identified with the Republican party. Leslie and his mother are members of the Congregational Church of Austinburg and he belongs to the Independent Order of Odd Fellows at Geneva. He is one of the progressive and substantial citizens of the county.

Ernest F. March, a well known citizen of Ashtabula County, who is successfully engaged in farming and stock raising in Saybrook Township, was born in Tripoli, Syria, May 9, 1887. He is a son of William and Jennie (Hill) March.

William March was born in Massachusetts, as was also his wife. After their marriage they went to Tripoli as missionaries but later returned to this country. Mr. and Mrs. March are the parents of the following children: Anna, died in infancy; Arthur W., a professor of science, biology and astronomy in Hangchow Christian College, China; Elizabeth H. Freidinger, lives in Syria, where her husband is a Presbyterian minister; Ernest F., the subject of this sketch; Amy, wife of Dr. Douglas Forman, lives at Alabad, India, where her husband is a physician; Alice Nelson Martin, lives at Ashland, Ohio; and Harold M., a teacher of French in Yale University, New Haven, Conn.

Ernest F. March received his education in the public schools of Wooster, Ohio, and was graduated from the schools there in 1907. In 1912 he received his Bachelor of Arts degree from Miami College, and later took graduate work at Ohio State University in agriculture. In November, 1913, Mr. March purchased his present farm of 100 acres in Saybrook Township. He is a fruit farmer and also raises poultry.

Mr. March was married to Miss Angie Richmond, a native of Ashtabula, and a daughter of Sylvester and Ella (Wyman) Richmond. Mr. Richmond died July 25, 1887, and his wife is also deceased. Mrs. March

was their only child. To Mr. and Mrs. March has been born one child, Eleanor Jean, born Aug. 8, 1917.

Mr. March is a Republican, a member of the Methodist Church, and belongs to the Beta Theta Pi fraternity. He is one of Ashtabula County's broad-minded and public-spirited citizens.

Howard S. Foote, a prominent business man of Ashtabula, engaged in the insurance business, is a member of one of Ohio's honored pioneer families. He was born in Ashtabula County, and is the son of Lauren B. and Cornelia (Ballard) Foote.

Lauren B. Foote was born at Torrington, Conn., in 1802, and came to Trumbull, Ashtabula County, in 1830. He owned the first grist mill in that section and also operated a woolen mill. In later life Mr. Foote became a prominent building contractor and built Grand River Institute. He died at the age of 80 years and is buried at Austinburg. Mr. Foote was married the first time to Miss Abigail Moses, and to this union three children were born: Irenus, Sarah and Derrow, all deceased. By his second marriage to Cornelia Ballard, four children were born, as follows: Mrs. Ellen VanLevnun, lives at Lime Spring, Iowa; Howard S., the subject of this sketch; Charles E., lives in Iowa; and Mrs. Abbie Metcalf, lives in Ashtabula.

Howard S. Foote was graduated from Grand River Institute and the State Normal School. After serving as superintendent of schools in Ashtabula, Geneva and Lake counties for 35 years, Mr. Foote engaged in the insurance business in 1913. He represents the Midland Life Insurance Company. His office is located on Main Street, Ashtabula, Ohio.

In 1886 Mr. Foote was married to Miss Abbie Tourgee, a native of Andover, Ohio, born in 1865. She died in 1920. To Mr. and Mrs. Foote two sons were born: Dr. Paul D., a scientist, is a graduate of Western Reserve University, Nebraska University, and the University of Minnesota, now practicing his profession in the Bureau of Standards, Washington, D. C.; and Ralph L., railroad inspector for the Pennsylvania Railway, lives at Ashtabula, married Winifred Starkweather. Doctor Foote was married to Miss Bernice Foote, who was graduated in his class at the University of Minnesota.

Mr. Foote is a Republican, a member of the Congregational Church, and belongs to the Masonic lodge. He is a man of progressive ideas in his business and a citizen of whom the community is proud.

J. M. Amsden, general superintendent of the Ohio & Western Pennsylvania Dock Company at Ashtabula, is a representative citizen of his community. He was born in Ashtabula, Oct. 5, 1876, and is a son of Austin O. and Mary (Dickinson) Amsden.

Austin O. Amsden was born in Vermont and came to Ashtabula in 1860. He clerked in the jewelry store of Mr. Dickinson, in whose employ he remained for many years. He died in 1914 at the age of 74 years and his wife, who was born at New Haven, Conn., died in December, 1921, at the age of 84 years. Mr. and Mrs. Amsden celebrated their golden wedding anniversary in 1909. They were the parents of the following children: Fred, who died at the age of 16 years; Mrs. Elizabeth Sawyer, lives in New York city; Lewis A., retired, lives in Ashtabula; Arthur D., lives in Pasadena, Cal.; Dr. George S., a prominent nerve specialist of Albany, N. Y., and Jay M., the subject of this sketch.

Jay M. Amsden received his education in the public and high schools of Ashtabula and at the age of 16 years entered the employ of the M. A. Hanna Company. In 1903 Mr. Amsden was made superintendent and on July 22, 1924, was made general superintendent of the company, including the lower lake docks.

In 1900 Mr. Amsden was married to Miss Laura Gillette, of Indianapolis, and the daughter of Oscar Gillette. Mr. and Mrs. Amsden have one child, Jane, born in 1907.

Mr. Amsden is a Republican. He is a member of the Reformed Episcopal Church of Ashtabula and a 32nd degree Mason. He has served as president of the Chamber of Commerce and as president of the city council. He is also a member of the Rotary Club of Ashtabula. Mr. Amsden is well and favorably known in Ashtabula and takes an active interest in the affairs of his community.

Walter Edward Putnam was born in Conneaut on Feb. 14, 1886, the second child of Charles Sumner and Laura E. (Stone) Putnam.

With the exception of short periods, when the family home was located in Geneva, Ohio, and Washington, D. C., he has resided in Conneaut continuously. The beginning of his education was in the old "Academy" building on Main Street and he continued through the public schools, graduating from Conneaut High School in the class of 1903.

It must have been a trace of printers' ink in the blood, inherited from his father, that caused this subject early in life to become identified

with newspaper work and to enjoy the following of the printing and publishing business up to the present writing. About as soon as he was able to shoulder a sack of newspapers and face the storms, he became a carrier boy on the daily Evening News, P. E. Bissell's second newspaper undertaking in Conneaut. He continued this until he was old enough to assume the responsibilities of city circulator, which position he held until Mr. Bissell sold his newspaper property to the first The Conneaut Printing Co.

Upon graduating from school in 1903, Mr. Putnam again joined the Evening News force, this time as a cub reporter under Editor V. V. McNitt. He gradually worked up through the editorial organization and continued on after the birth, Jan. 1, 1907, of the News-Herald, the result of the consolidation of the Conneaut Evening News and the Conneaut Post-Herald. In 1909 he took a heavy financial interest in the company and became editor and general manager which position he has held to date.

This subject is a descendant of John Putnam, who, with three sons, emigrated from England to the colony of Massachusetts in the seventeenth century. He follows along the same branch of the family as General Israel Putnam and General Rufus Putnam, both of Revolutionary War fame, and the latter the founder of Marietta, Ohio. He comes directly, however, from the branch of Captain Andrew Putnam who moved from Massachusetts to Chautauqua County, N. Y., in 1817.

In 1919 he was united in marriage to Charlotte E. Bartlett Laughlin, daughter of Mr. and Mrs. Ellery C. Bartlett, of New York city. Mrs. Putnam is a descendant of the Bartlett family of early Puritan history, who came to this country from England in 1634. She is descended from Josiah Bartlett, one of the signers of the Declaration of Independence.

Mr. Putnam is a member of Conneaut Lodge No. 256, B. P. O. Elks, Conneaut Rotary Club, and a number of civic organizations.

Harry A. Gleason, the well known and efficient secretary and treasurer of The Citizens Banking & Trust Company of Conneaut, was born at Meadville, Pa., Oct. 4, 1886, and is the son of William B. and Gertrude R. (Hunt) Gleason.

William B. Gleason brought his family to Ohio from Pennsylvania in 1889 and settled on a farm near Conneaut. He died in 1908 and his wife now lives in Conneaut. They were the parents of three children: Harry A., the subject of this sketch; Dana Elizabeth, lives in Conneaut;

and Ethel Adelaide, married Glen H. Marcy, who was disabled while in service during the World War. Mrs. Marcy is deceased.

Harry A. Gleason received his education in the public and high schools of Conneaut and his first business connection was as stenographer with the Cleveland Trust Company of Willoughby, Ohio. After one year he entered the employ of the Conneaut Leather Company and in 1908 became associated with the B. F. Goodrich Company at Akron, Ohio. In November, 1910, Mr. Gleason accepted the position as assistant treasurer of The Citizens Banking & Trust Company of Conneaut, where he remained until Dec. 26, 1913. He then went to Cleveland where he acted as secretary to John Sherwin, president of the First National Bank there. In 1915 he returned to Conneaut to accept the position as secretary and treasurer of The Citizens Banking & Trust Company.

In 1913 Mr. Gleason was married to Miss Bernice D. Chapman, a native of Conneaut and a daughter of George and Jennie (Daugherty) Chapman, both of whom are now deceased. Mr. Chapman was a prominent real estate man of Conneaut for many years. There were four children in the Chapman family: Ruth, married Charles J. Dow, lives at Conneaut; Mrs. Gleason; May H., married Mark L. Weil, lives in California; and Louis, who also lives in California. To Mr. and Mrs. Gleason have been born three children, Harry Chapman, George J., and Mary Alice.

Mr. Gleason is a Republican and is identified with the Chamber of Commerce and other civic organizations. He also belongs to the Elks lodge. The Gleason family are members of the Baptist Church, and are favorably known in Ashtabula County.

The Citizens Banking & Trust Company was organized in 1907, with the following officers: F. E. Gordon, president, and Charles R. Dodge, secretary and treasurer. The first directors were: F. E. Gordon, B. E. Thayer, C. H. Simonds, C. W. DeVoe, F. E. Brydle, E. A. Titus, F. L. Whitmore, C. W. Pelton, and Charles R. Dodge. The present officers of the bank are: C. Henry Simonds, president; C. L. Whitney, vice-president; T. C. Herrick, vice-president; H. G. Kingdom, vice-president and trust officer; H. A. Gleason, secretary and treasurer; K. W. Cowden, assistant treasurer; and William C. Whitney, assistant secretary. The directors are: C. Henry Simonds, E. A. Titus, Theodore C. Herrick, Harry G. Kingdom, W. Sprague, F. A. Jones, Charles L. Whitney, U. E. Kanavel, John Boyink, C. V. Carr, William Fortune, F. H. Heasman, M. R. Smith, and H. A. Gleason.

The Citizens Banking & Trust Company has a capital stock of \$125,000.00 and a surplus of \$32,750.00. It is one of the leading banking institutions in Ashtabula County, and well merits the success that has been an achievement.

Duff Brace, mayor of Conneaut, is a highly esteemed and prominent citizen of Ashtabula County. He was born in Crawford County, Pa., March 18, 1882, and is the son of Alfred J. and Sarah J. (Donahue) Brace.

Alfred J. Brace, who now lives retired in Conneaut, was a native of Toledo, Ohio. In early life he went to Pennsylvania with his parents, where he remained until 1898. At that time he came with his family to Conneaut, where he has since lived. Mr. Brace is a Democrat. His wife is a native of Crawford County, Pa. To Mr. and Mrs. Brace six children were born: E. G., lives at Conneaut Harbor; Duff, the subject of this sketch; Margaret A., married Lee Dulick, a well known business man of Conneaut; Perry G., an engineer on the Pennsylvania Railroad, lives at Ashtabula; Mark S., captain on the Salt Waters, lives at Conneaut; and Nellie, married Albert Hahn, an engineer on the Nickel Plate Railroad, lives at Conneaut.

Duff Brace received his education in the public schools of Erie County, Pa., after which he entered the employ of the Bessemer & Lake Erie Railroad as yard master. He was in the employ of this company for 23 years. Since 1898 Mr. Brace has lived in Conneaut, where he is now serving his fourth term as mayor.

On March 28, 1903, Mr. Brace was married to Miss Amelia May Holden, who was born in Ashtabula County, Feb. 2, 1881, the daughter of Henry and Mary Ann (Rhoda) Holden, the former a native of Erie County, Pa., and the latter of England. Mr. Holden was among the early settlers of Ohio and during the Civil War served with an Ohio regiment. He died at East Springfield, Ohio. His wife resides in Conneaut. They were the parents of the following children: Mattie, the widow of Vern Phelps, lives at Conneaut; Dora, married Otis Leonard, lives in Erie County, Pa.; Clinton, who served as a Colonel during the World War, now engaged in the hotel business at Newark, N. J.; Clayton, twin brother of Clinton, hotel keeper at Charles City, Iowa; Ross, lives at Conneaut; Charles, lives at Conneaut; and Mrs. Brace. To Duff and Amelia May (Holden) Brace, five children have been born: John A., born Dec. 15, 1904; Lucille H., born June 28, 1906; Duff Gordon, born April 2, 1914; Mark

Stanley, born April 10, 1916; and Perry Douglas, born Aug. 16, 1919. John A. Brace, who is greatly interested in football, is a member of the Ashtabula team which has won the Wentling cup.

In politics Mr. Brace is an independent voter. He belongs to the Knights of Pythias and Elks lodge.

Alva W. Rogers, a successful business man of Ashtabula, engaged in the transfer business, is a member of one of Ohio's prominent pioneer families. He was born at Lenox, Ohio, Jan. 5, 1850, and is the son of William E. and Lucy A. (Loomis) Rogers.

In 1830 William E. Rogers came to Ashtabula County from his native state, Connecticut. He followed general farming during his life and met with success. Mr. Rogers died in 1908 and his wife died in 1880. They were the parents of the following children: Lucy, died at the age of 13 years; Alva W., the subject of this sketch; Henderson lives at Jefferson, Ohio; Eda A., married Frank Marsh, both deceased; and Alice, deceased.

Alva W. Rogers spent his boyhood on his father's farm and received his education in the district schools. At the age of 24 years he removed to Ashtabula and engaged in the transfer business, operating one wagon. Horse drawn street cars were being used at that time in Ashtabula and Mr. Rogers relates many interesting stories of early day life in the county. He has lived in the same house since 1884. Mr. Rogers carries on a large volume of business and is known as an enterprising and progressive citizen of his community.

On April 5, 1882, Mr. Rogers was married to Miss Lillian Webster, a native of Kingsville, Ohio, and the daughter of Lyman and Anna (Hart) Webster, natives of England and early settlers of Massachusetts and later of Kingsville, Ohio. Mr. Webster became a prosperous farmer of his community and was well known. To Alva W. and Lillian (Webster) Rogers four children were born, as follows: Fred, who was killed in an accident in 1907; Effie, married E. F. Clark, lives at Jefferson, and they have seven children, Lillian, Jeanette, Luella, Robert, Dorothy, James and Norman; and Lawrence, married Pearl Sims, lives in Ashtabula, and they have one child, Jean Adair; and Clifford C., a clerk in the New York Central Railroad freight office at Ashtabula.

Politically, Mr. Rogers is a Republican. He and his family are members of the Baptist church and are highly esteemed members of their community.



MR. AND MRS. ALVA W. ROGERS

B. L. Palmer, city auditor of Conneaut, is among the prominent and influential citizens of Ashtabula County. He was born in Erie County, Pa., July 20, 1878, and is the son of Charles C. and Mary (Doty) Palmer.

Charles C. Palmer was a native of Erie County, Pa., as also was his wife. They were early settlers of Ohio, locating at Conneaut, where Mr. Palmer worked at his trade as millwright. He was a Republican and a member of the United Brethren Church. Mr. and Mrs. Palmer, now deceased, were the parents of four children: B. L., the subject of this sketch; George H., who died at the age of 12 years; Pearl A., married William Fuller, and lives at Albion, Pa.; and Fred J., who died at the age of two years.

B. L. Palmer received his education in the public schools of Bemus Point, N. Y. He learned the machinist trade and was employed by the Dick Company of Conneaut for 10 years as a stationary engineer. Mr. Palmer was also in the employ of the Prudential Insurance Company for several years. He has served as city auditor of Conneaut for two terms.

On Nov. 7, 1901, Mr. Palmer was married to Miss Lena R. Fowler, a native of New York, born March 9, 1881, and the daughter of Walter and Ella J. (Barker) Fowler, natives of New York. Mr. Fowler is deceased and his wife lives at Portland, N. Y. They had two children: Sarah, married J. M. Paul, and died in December, 1923; and Mrs. Palmer. Mr. and Mrs. Palmer have no children.

In politics Mr. Palmer is identified with the Republican party. He is a member of the Christian Church and has been superintendent of the Sunday school for eight years. He is past grand master of the Independent Order of Odd Fellows. Mr. Palmer was a member of the volunteer fire department of Conneaut for 14 years. He is one of the dependable and substantial citizens of Conneaut.

Dr. William H. Leet. Since the beginning of his professional life in 1898, Dr. William H. Leet has evinced eminent fitness for his calling, and in no small degree has won for himself the confidence and support of the people of Conneaut and vicinity. Dr. Leet was born at Greenville, Pa., in 1870, and is the son of Dr. Frederick H. and Sarah (Waldron) Leet.

Dr. Frederick H. Leet was born in Beaver County, Pa. He was graduated from Medical Department of Western Reserve University in 1897 and was among the prominent physicians and surgeons of his time. He

served throughout the Civil War with the 57th Pennsylvania Volunteer Infantry as a surgeon and after being disabled was honorably discharged. Dr. Leet practiced his profession for many years at Greenville, Pa., and died in 1907. His wife died in 1900. They were the parents of four children: Irene, married Rev. Albert J. Reichert, lives at Lancaster, Pa.; Dr. William H., the subject of this sketch; Susan A., and Clara B., high school teachers, living in Minneapolis.

Dr. William H. Leet was educated in the public schools of Greenville, Pa., and Thiel College in Greenville, Pa., and was graduated from the medical department of Western Reserve University at Cleveland in 1895. During the World War he was commissioned a captain in the medical corps and was later promoted to lieutenant colonel. He served for 26 months, a year of which was spent in France.

In May, 1899, Dr. Leet was united in marriage with Miss Mary Garrett Shoemaker, a native of Chester, Pa., and a daughter of William T. and Mary (Sines) Shoemaker, natives of Pennsylvania. Mr. Shoemaker, who was engaged in the real estate business during his life, died in 1921. He was also a veteran of the Civil War. His wife lives with her daughter, Mrs. Leet. A son, William A. Shoemaker, is deceased. To Dr. and Mrs. Leet have been born two children: Oliver Dickinson, born in 1901, and Mary E., born in 1908.

Dr. Leet is a Republican. He has served as mayor of Conneaut for one term and has served as member of the school board. He is a member of the Congregational Church and belongs to the Masonic and Elks lodges.

H. G. Kingdom, a prominent attorney of Conneaut and vice-president of the Citizens Banking & Trust Company, is a native of Ohio. He was born in Trumbull County, in 1876, and is the son of George and Hattie (Chase) Kingdom.

George Kingdom was born in England and in 1848 came to Niagara Falls, on the Canadian side, where he remained one year. He then came to Ohio, locating at Orwell, where he owned and operated a cheese factory for many years. He and his wife now live retired at Orwell. They were the parents of three children: H. G., the subject of this sketch; and Maud L. and Blaine C., both deceased.

H. G. Kingdom received his education in the public schools and studied law with Attorney Fisher and with C. H. Sargent, at Jefferson, where he

later served as deputy clerk of court for three years. On June 15, 1902, he was admitted to the bar and since March 1, 1903, has practiced law continuously at Conneaut. He served as city attorney for two years.

In 1897 Mr. Kingdom was married to Miss Bertha A. Durkee, a native of Monroe Township, Ashtabula County, and a daughter of Charles C. and Emily Durkee. The Durkee family settled in Ohio in 1816 and Solomon Durkee, great-grandfather of Mrs. Kingdom, served in the American Army during the Revolutionary War. Mrs. Kingdom was one of the founders of the Daughters of the American Revolution in Conneaut. To Mr. and Mrs. Charles C. Durkee four children were born: Milan C., a farmer, lives in Conneaut Township, Ashtabula County; Zela D., married Fred Brydle, deceased; and she lives near Conneaut; Fred, Conneaut Township, and Mrs. Kingdom. Mr. Durkee lives with his daughter Mrs. Brydle. His wife died in 1900. To Mr. and Mrs. Kingdom two sons have been born: George D., born in September, 1903, studying law at Ohio State University; and Howard C., born March 27, 1914.

Mr. Kingdom was instrumental in obtaining the Carnegie Public Library for Conneaut, and is the only member left of the original trustees. One of Mr. Kingdom's pastimes, which he greatly enjoys, is hunting in Canada, and during the season of 1923 he killed a moose. Mr. Kingdom is a Republican and he and his family are members of the Congregational Church. He is well and favorably known throughout the county.

George T. Arthur, who is successfully engaged in the hardware business in Conneaut, was born in Ontario, Canada, in 1869, and is the son of Charles and Louise (Traver) Arthur.

Charles Arthur and his wife, natives of Ontario, Canada, are now deceased. Mrs. Arthur died in Canada in 1870 and Mr. Arthur died at Conneaut in 1908. George T., the subject of this sketch, was their only child.

George T. Arthur received his education in Canada and came to this country in 1887, locating at Conneaut. Since that time he has been engaged in the hardware business in the same location on Main Street. Mr. Arthur does a large volume of business and is widely known as a reliable business man.

In 1897 Mr. Arthur was married to Miss Lillie Brown, a native of Missouri, and a daughter of Dr. John and Mary (McCombs) Brown, na-

tives of Ohio and early settlers of Missouri. Dr. Brown served throughout the Civil War with an Ohio regiment. He died in 1871, and his wife died in 1917. Mrs. Arthur has one brother, William, who is engaged in farming near Geneva, Ohio. To George T. and Lillie (Brown) Arthur five children have been born: Louise, married Frank Spieldenner, a public accountant, lives in New York city; Marion, lives in Cleveland; James, in store with his father and has charge of the office; and Robert and Mabel.

Mr. Arthur is a Republican and has served as a member of the school board for a number of years. He and his family are members of the Congregational Church.

C. Vern Carr, who is successfully engaged in the real estate and insurance business at Conneaut, was born at Harmonsburg, Crawford County, Pa., July 21, 1882. He is a son of John and Ida (McMurtry) Carr.

John Carr was a native of New York and his wife was born in Pennsylvania. He was engaged in the blacksmithing business at Harmonsburg, Pa., for many years. He was a Republican and served as deputy sheriff of Crawford County and held other township offices. About 1888 Mr. Carr came to Conneaut, Ohio, and engaged in blacksmithing and later the livery business which he conducted until his death which occurred in 1905; his wife died in 1898. There were three children in the Carr family: C. Vern, the subject of this sketch; Glen H., lives at Meadville, Pa.; and Frank, lives in Cleveland.

C. Vern Carr was educated in the public schools and at the age of 17 years became a sailor on the Great Lakes. He later was in the employ of the Bessemer Railroad as conductor and later as yardmaster. Mr. Carr has been engaged in business at Conneaut since 1915. He is a director of The Citizens Banking & Trust Company, director, secretary and treasurer of The Citizens Building & Loan Company, and director and treasurer of The Conneaut Woolen Mills Company, and director of the Northeastern Oil and Gas Company.

Mr. Carr was married to Miss Inez Baker, a native of Pennsylvania, and the daughter of Charles LeRoy and Carrie (Randall) Baker. Mr. Baker is deceased and Mrs. Baker lives with her daughter, Mrs. Carr. Two brothers, Thomas and Ellis Baker, live at Conneaut. To Mr. and Mrs. Carr two children have been born: Earl, who is in business with his father; and Geraldine, a student.

Mr. Carr is a member of the Masonic lodge, of which he is past master; past high priest and past Th. Ill. Masters now captain general of Cashe Commandery. He also is a member of the Elks. He has served as director of public safety and as secretary of the Chamber of Commerce, and is a member of the Rotary Club and is sergeant-at-arms during the reorganization of the present paid fire department of Conneaut. Mr. Carr was clerk of the safety department, although he was not a member of the department. He also served as a volunteer fireman of the old fire department and was captain of the hook and ladder company. He served as a volunteer fireman about 16 years. Mr. Carr ranks as one of the leading and prosperous citizens of Conneaut.

Walter E. Masters, a well known citizen of Conneaut, who is engaged in the insurance and real estate business, was born at Painesville, Ohio, Sept. 12, 1857, and is a son of William G. and Arabella S. (Kent) Masters.

William G. Masters was a native of Chautauqua County, N. Y., and came to Ohio in 1844, locating at Amboy. After his marriage he removed to Perry, in Lake County, and later to Painesville, where he engaged in the tobacco business. Mr. Masters was a Republican and a member of the Methodist Church. He died March 28, 1905, and his widow died Sept. 25, 1912. They were the parents of two children: William Monroe, who died Dec. 31, 1922, and Walter E., the subject of this sketch.

Walter E. Masters attended the district schools of North Kingsville. He learned the cigarmaker's trade and was in that business at Conneaut for 23 years. He then conducted a hotel in Conneaut until 1913, at which time he engaged in the insurance and real estate business. Mr. Masters is associated with the Conneaut Building & Loan Company, of which he has been a director for 35 years. He is also chairman of the appraisal board.

On Oct. 9, 1887, Mr. Masters was married to Miss Minnie M. Griffey, a native of Pennsylvania, born April 17, 1867, and the daughter of Albert and Alice (Putney) Griffey, natives of Pennsylvania, now deceased. Mr. Griffey was a veteran of the Civil War. There were five children in the Griffey family: Mrs. Masters; Pearl, married E. J. Parrish, superintendent of the Buffalo division of the Nickel Plate Railroad, lives in Buffalo, N. Y.; Alice, lives in Cleveland; Bert J., died in Alaska, in 1920; and Emmer, married John C. Alderman, lives in Denver, Col. To Mr. and Mrs. Masters

have been born three children: Albert G., a graduate of the University of Michigan, an electrical engineer, lives at Cincinnati, Ohio; Paul W., a graduate of Tri State College in Indiana, a civil engineer, lives at Conneaut; and Margaret A., a student.

Mr. Masters is a Republican and belongs to the Elks Lodge. He is among the substantial and enterprising citizens of Ashtabula County.

John Cummins, now living retired in Conneaut, is among the highly esteemed and prominent citizens of Ashtabula County. He was born at Conneaut, Jan. 12, 1851, and is the son of David and Rhoda (Wood) Cummins.

David Cummins was born near Buffalo, N. Y., in 1827, and was a harness maker by trade. At an early date he came to Ohio and settled in Conneaut, where he followed his trade until 1863. In that year he became interested in the canning industry and opened a factory, which he operated successfully under the name of The D. Cummins Company, for 46 years, and which is now one of the leading business enterprises of Ashtabula County. The D. Cummins Company was the first of its kind in Ohio, and is now known throughout the country as The Cummins Canning Company. Mr. Cummins died in 1920, and his wife died ten years previously. They had four children: John, the subject of this sketch; Howell A., Clinton B., and Thomas, all deceased.

John Cummins was reared and educated in Conneaut and when a young man engaged in business with his father, in which he was actively engaged until the time of his retirement. Mr. Cummins owns large tracts of farm land in Ohio, as well as much city property in Conneaut. The Cummins residence, which is located at 884 East Main Street, is among the attractive homes of Ashtabula County.

In 1872 Mr. Cummins was married to Miss Mary Risdon, who was born at Conneaut, Nov. 19, 1851, the daughter of Eliah and Lucretia (Frederick) Risdon, natives of New York, and early settlers of Ashtabula County. Mr. and Mrs. Risdon, now deceased, were the parents of five children: Harriet, married Glover Ashley, both deceased; Imogene, deceased; Mrs. Cummins; Helen, married Bert Capron, lives at Conneaut; and Clara, deceased, was the wife of B. E. Thayer, lives at Jefferson, Ohio. To John and Mary (Risdon) Cummins four children were born as follows: Thomas, a civil engineer, lives at Ontario, Calif.; Mabel, married

John M. Haskell, lives at Albany, N. Y.; Margaret, married Samuel T. Harris, lives at Ashtabula; and Robert E., a sketch of whom appears elsewhere in this volume. Mr. and Mrs. Cummins have six grandchildren.

Mr. Cummins is a Republican. He is one of the organizers of the Conneaut Mutual Loan & Trust Company and for a number of years served as vice-president of the Pennsylvania and Ohio Railway Company. It is fitting that the history of the Cummins family should be incorporated in a volume such as this, since it has been connected with the development of Ashtabula County from the earliest days.

Tom L. Smith, an enterprising young business man of Conneaut, engaged in the real estate and insurance business, is a member of a prominent pioneer family of Ashtabula County. He was born at Conneaut, April 4, 1898, and is a son of Hiram Lake and Ida (Owen) Smith.

Hiram Lake Smith was a native of Conneaut and a son of S. J. Smith, an early settler and prominent business man of Conneaut. S. J. Smith served as mayor of Conneaut for two terms. He owned and operated a paper mill for many years. Hiram Lake Smith was a merchant of Conneaut for many years and later in life engaged in the real estate and insurance business. He died March 6, 1919. His wife, a native of Pennsylvania, lives at Conneaut. They were the parents of three children: Catherine, married Ralph Crocker, lives at Conneaut; Robert, assistant auditor of the Guardian Savings & Trust Company in Cleveland, mention of whom is made below; and Tom L., the subject of this sketch.

Robert Smith served as a first lieutenant throughout the World War with the 322nd Infantry. After a period of service in France he was transferred to the Italian front where he remained until the signing of the Armistice.

Tom L. Smith received his education in the public schools of Conneaut and attended the University of Michigan. He has been engaged in the real estate and insurance business at Conneaut since 1917 and is well and favorably known.

On Sept. 24, 1918, Mr. Smith was married to Miss Pauline Elizabeth Swanson, a native of Ashtabula, and a daughter of Gus and Emma (Muel-ler) Swanson, natives of Sweden, and residents of Ashtabula. Mr. and Mrs. Swanson are the parents of the following children: Samuel and Charles, live at Ashtabula; Josephine, married M. S. Groger, lives in Pitts-

burgh; Andrew, a veteran of the World War, lives at Ashtabula; Gertrude, married John Leary, lives in Erie County, Ohio; Gustave, Robert and George live at Ashtabula; and Mrs. Smith. To Mr. and Mrs. Smith one child has been born, Elizabeth Alicia, born May 4, 1920.

Mr. Smith is now one of the board of governors of the Conneaut Country Club. He also served over one year as a director of the Chamber of Commerce. He is now secretary of the Ashtabula County Real Estate Board, and also secretary of the Fargo Mineral Springs Company. He is a member of the board of directors of the Kiwanis Club.

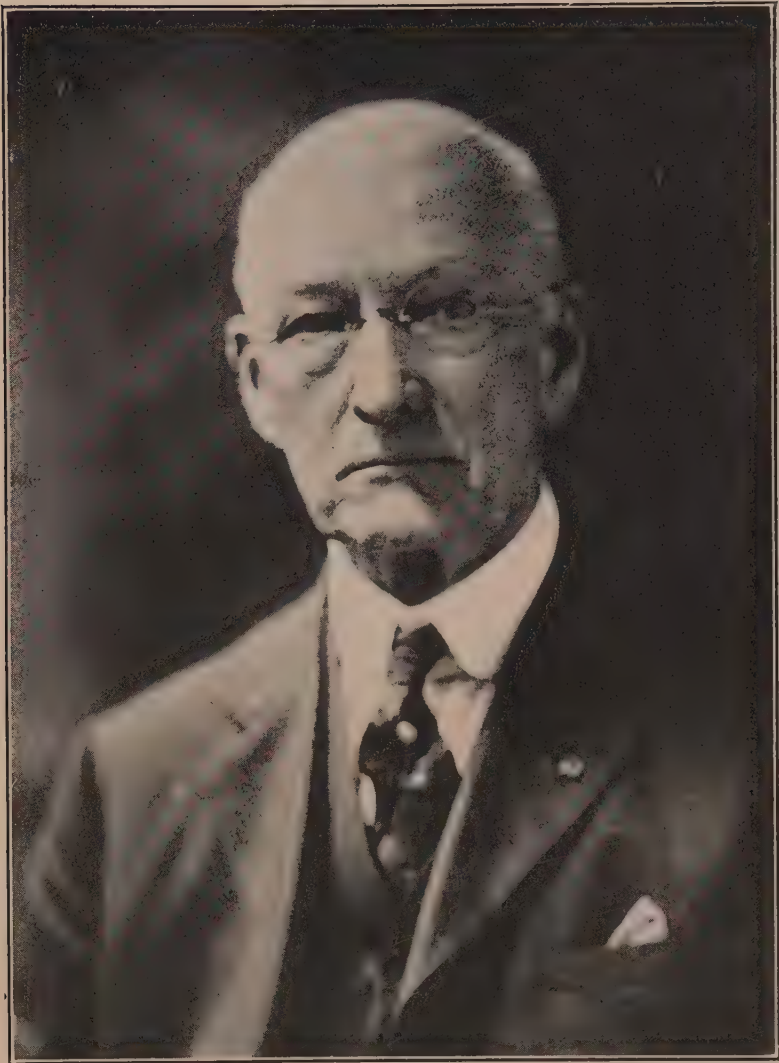
In politics Mr. Smith is identified with the Republican party. He is a 32nd degree Mason and member of the Shrine and belongs to the Elks.

C. Henry Simonds, president of the Citizens Banking & Trust Company and president of the Simonds & Bennett Furniture Company of Conneaut, is a leading citizen of Ashtabula County. He was born at Jefferson, Ohio, Nov. 19, 1844, and is the son of Charles S. and Louisa (Warner) Simonds.

Charles S. Simonds was born in Vermont and came to Ohio when a young man, locating at Harpersfield. He later removed to Jefferson where he practiced law successfully for many years. He was a Republican and a member of the Congregational Church. Mr. and Mrs. Simonds, now deceased, were the parents of the following children: C. Henry, the subject of this sketch; Albert G., who died in May, 1923; Louise M., the widow of Edward Wade, lives at West Chester, Pa.; Adeline W., the widow of C. C. Canfield, resides in Ravenna, Ohio; and Amelia P., married E. F. Beardsley, lives at Minneapolis, Minn.

C. Henry Simonds was educated in the Jefferson schools and when a boy learned the tinner's trade, which he followed in Jefferson for ten years. In 1893 he came to Conneaut and engaged in business with C. S. Putman as furniture dealers. Seven years later Mr. Simonds became a partner of Mr. Bennett, and this partnership has continued for 24 years. It is one of the leading enterprises of Conneaut and is located at 221 Broad Street. Mr. Simonds was one of the organizers of the Citizens Banking & Trust Company, of which he is president.

On Feb. 11, 1915, Mr. Simonds was married to Miss Kathleen Willard, who was born in Conneaut Township, Ashtabula County. She is the daughter of Frank and Miranda (Buss) Willard, both of whom are



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now deceased. There were six children in the Willard family: Mrs. Simonds; Mattie, married Ralph Saulsbury, lives at Conneaut; Berkley D., engaged in the hardware business at Massillon, Ohio; Lillian, married Harry McKay, lives at Conneaut; Edith, married Norman Murray, lives at Conneaut; and Mora, lives at Cleveland. Mr. and Mrs. Simonds have no children.

Mr. Simonds is a Republican and has served as mayor of Conneaut for one term. He also served as a deputy in the Probate office at Jefferson, Ashtabula County and during that time of service the great bridge disaster at Ashtabula, in 1876, happened. He made the record of the known dead. In February, 1879 he was elected clerk of courts and served nine years. His wife is a member of the Congregational Church and is prominent in Ashtabula County.

Josiah T. Grant, now living retired at Conneaut, is a veteran of the Civil War and an honored pioneer of Ashtabula County. He was born at Conneaut, July 13, 1838, and is a son of Elizur Franklin and Lucinda (Spaulding) Grant.

Elizur Franklin Grant was born in Hartford County, Conn., and was among the first settlers in Conneaut, coming here in 1835. He drove a horse and buggy through with his brother, Solymán, and later drove an ox team with a covered wagon to Conneaut. Elizur Grant rented a log cabin the first season he was here and then built a two-room frame house. He became a successful farmer and owned 107 acres of land. Mr. Grant's first taxes amounted to \$1.02. At that time postage on letters was 25 cents. Records and deeds which belonged to Mr. Grant are now in the possession of his son, Josiah T. Grant, and are very interesting documents. Grant Road, in Ashtabula County, is named for the Grant family. Mr. Grant died in 1892 and his wife died in 1878. They were the parents of the following children: Elizabeth A., who died at the age of six years; Josiah T., the subject of this sketch; L. A., died Jan. 31, 1922; and Lucinda Marie, married Henry Anderson, lives at 810 West Main Street, Conneaut.

Josiah T. Grant was reared and educated in Conneaut Township and followed farming for many years. During the latter part of the Civil War he was a member of Company H, 39th Ohio Volunteer Infantry, but did not see any active service.

Mr. Grant is a Republican. He lives with his sister. Mr. Grant has many friends in this county, and is one of its highly respected citizens.

Joseph E. Close, an enterprising and well known citizen of Conneaut, was born at Little Washington, Ohio, Aug. 10, 1861, the son of Henry and Sarah Jane (Hatcher) Close.

Henry Close was born in Belmont County, Ohio, Jan. 5, 1837, and was a Methodist minister. In 1880 he removed to Beaver, Pa., and later to Chicago. He died Aug. 23, 1917, and his wife died March 29, 1910. They were the parents of three children: Novella M., lives in Chicago; Joseph E., the subject of this sketch; and Clarence, lives at Beaver Falls, Pa.

Joseph E. Close was reared and educated in Ohio and when a boy learned the printer's trade, which he followed successfully for 25 years. He was at one time manager of the Globe Printing Company of Beaver Falls, Pa. Mr. Close is just completing 25 years of service with the Pittsburgh & Conneaut Dock Company as foreman.

On Dec. 24, 1899, Mr. Close was married to Mrs. Gertrude M. Stines, a native of Mercer, Pa., born Oct. 29, 1862, and a daughter of Rev. John Ross and Mary (Rutherford) Findley. Reverend Findley was born at Antrim, Ohio, in 1827, and was a Presbyterian minister. He was the son of Dr. Samuel Findley, also a well known Presbyterian minister. Rev. Findley died Sept. 29, 1907, and his wife died June 1, 1902. They were the parents of five children: Mary Elizabeth, died in 1924; Samuel R., lives at Conneaut; Mrs. Close; Walter T., lives at Cleveland, and Anna, died in infancy. By her former marriage, Mrs. Close had three children: Margaret R. Stines, married Roy N. Huff, lives at Orlando, Fla.; George Findley Stines, a druggist, lives at Eagle Rock, Calif.; and Grace Elizabeth Stines, married Dr. Charles N. Flitton, a dentist, lives at Los Angeles, Calif. Mrs. Close has two grandchildren, Patricia Ann Stines, who was born in 1923 and Charles N. Flitton, born July 9, 1924.

Mr. Close is a Democrat. He stands high in the community and has many friends and acquaintances.

James Horton Judson, retired, is among the prominent citizens and successful business men of Ashtabula County. He was born at Conneaut, Sept. 28, 1848, the son of Hiram and Azuba (Horton) Judson.

Hiram Judson was born in New York in 1812, the oldest of three children of Elisha Judson, his two brothers being Ephriam and Isaac. Ephriam went to Michigan, where he died when about 21 years of age. Isaac died in Elkhart, Ind., in 1886. The mother of J. H. Judson was born

Dec. 10, 1809, the elder of two children of James and Asenath (Mann) Horton, natives of Connecticut and Massachusetts, respectively. The other child, Sarah, was born in May, 1811, and became the wife of S. A. Pelton, of Connecticut, and she died March 1, 1883. After the death of her mother, which occurred when Azuba was three years old, she went to live with her grandparents, Nathan and Elizabeth Mann, by whom she was reared. Mr. and Mrs. Hiram Judson were married March 6, 1835, and in 1840 settled in Conneaut. Of the three children born to them only James H. is living. Elisha, the oldest, born June 10, 1838, died at the age of 17 years, and Sarah, born Oct. 22, 1844, lived only four years.

Hiram Judson, deceased, was one of the earliest settlers of Ashtabula County. For a number of years he and Asa Shepard conducted a woolen mill and store on South Ridge, and in 1859 he moved into Conneaut and engaged in merchandising, E. A. Higgins being his partner. He also, with Hiram Lake as a partner, carried on a lumber business. With the discovery of oil in Pennsylvania, he went to the oil fields and for a number of years was one of the busy men in that busy section. He returned to Conneaut, however, in 1864. At the death of Mr. Lake, James H. Judson, the subject of this sketch, came into the firm, and he and his father continued a successful business in lumber until the time of Hiram Judson's death, Oct. 19, 1890. Mr. Judson was instantly killed when he fell from a train while en route to California. His widow died in March, 1896.

James H. Judson was educated in Conneaut, for a time receiving private instruction under William F. Hubbard, of Ashtabula, Ohio. He has been identified with the interests of Conneaut for many years, beginning his business career as a clerk in the store of Mr. Keyes. Afterward he and Mr. Keyes were engaged in the fish business, next he was in the shoe business with Joseph Douglas, and still later became a partner in the dry goods business with Mr. Higgins. The firm of Higgins & Judson continued to do a successful business until 1884, when Mr. Judson sold out. He then engaged in the lumber business until the time of his retirement, when he sold his interests to Mr. Parker.

On Aug. 11, 1870, Mr. Judson was united in marriage with Miss Louisa Houck, a native of Buffalo, N. Y., and the daughter of Michael and Margaret (Pflau) Houck, of that place. Mr. Houck died Jan. 12, 1879, and his wife died April 25, 1871. To Mr. and Mrs. Judson five children were born, as follows: Hiram, who died at Conneaut in May, 1923; Clara, married Horace Fesmire, lives in Philadelphia, Pa.; Azulah, deceased, was the

wife of Harry N. Williams, superintendent of the Chicago Division of the Nickel Plate Railroad, lives at Fort Wayne, Ind.; Margaret, lives with her father; and Ruth, died at the age of seven years. There are three grandchildren: Judson, Louise and Paul Fesmire; and two great grandchildren, Marion and William Fesmire.

Mr. Judson has always been a Republican. He and his wife are the founders of the Church of Christ, Scientist, at Conneaut and Mr. Judson was its first reader. He is a 32nd degree Scottish Rite Mason and Shriner. The Judson family is widely known and is one of the highly esteemed pioneer families of Northern Ohio.

Otis L. Brewster, a well known building contractor of Conneaut, is a member of one of Ashtabula County's oldest families. He was born on a farm in Monroe Township, July 13, 1877, and is a son of Fred and Sylvania (Levitt) Brewster.

Fred Brewster was born at Monroe, Ohio, May 9, 1839, the son of Harry and Almira (Palmer) Brewster. Harry Brewster was born in Rutland County, Vt., March 30, 1800, and came to Conneaut in 1830. He became a prosperous farmer of Monroe Township and owned 250 acres of land. Mr. Brewster lived on the same farm for 64 years and died in 1894. To Harry and Almira (Palmer) Brewster the following children were born: Isaac and Henry, deceased; Edwin, deceased; Fred, father of the subject of this sketch; Mary, married John Pitts, both deceased; Horace, deceased; and Charles, who lives retired at Conneaut. Fred Brewster was a pioneer business man of Ashtabula County, being engaged in the lumber business at Monroe for a number of years. He served as justice of the peace for 15 years and in politics was identified with the Democratic party. Mr. Brewster died Dec. 5, 1910, and his wife died Feb. 28, 1909. They were the parents of three children: George E., born April 13, 1868, a carpenter, lives in Cleveland; Alice, born in August, 1870, married G. W. Starks, lives at Monroe, Ohio; and Otis L., the subject of this sketch.

Otis L. Brewster was educated in the district schools of Monroe Township and began life as a farmer. When he was 24 years of age he learned the carpenter's trade, which he has since followed. Mr. Brewster is a leading building contractor of Conneaut.

On Nov. 27, 1901, Mr. Brewster was married to Miss Gena Spaulding, a native of Pennsylvania, born Nov. 23, 1881, and the daughter of Ran-

dall and Florence (Kinney) Spaulding, natives of Cherry Hill, Pa. Mr. Spaulding was a veteran of the Civil war and died Jan. 25, 1919. His wife lives at Conneaut. Mrs. Brewster has two brothers: Fred, a farmer, lives at Albion, Pa.; and Dexter, postmaster at Conneautville, Pa. To Otis and Gena (Spaulding) Brewster have been born three children: Homer, born March 16, 1904, was graduated from Conneaut High School in June, 1923, and is now employed by the Standard Oil Company at Conneaut; George, born June 27, 1911, and Marion, born July 20, 1920.

Mr. Brewster is a Democrat and belongs to the Masonic and Elk lodges. He and his family are members of the Christian Church and are well and favorably known to the community.

Fred Erb, a well known merchant tailor of Conneaut, was born at Meadville, Pa., March 10, 1856, and is a son of John and Margaret Erb.

John Erb was a native of Germany as was also his wife. At an early date he settled at Meadville, Pa., where he worked at his trade that of a carpenter for many years. He died in 1885. His wife, who was born in 1828, died in 1923. They were the parents of the following children: Charles, lives retired at Meadville, Pa.; Elizabeth, married George Gehring, both deceased; Eva, the widow of Henry Martin, lives at Meadville, Pa.; John, died in infancy; Catherine, deceased; Fred, the subject of this sketch; Louis, deceased; George, lives in Youngstown, Ohio; Mary lives at Meadville, Pa.; and Margaret, married George Smith, deceased. She left a son, Donald Erb Smith, who was born in 1908.

Fred Erb was educated in the schools of Meadville, Pa., and when a boy learned the tailoring trade, which he has followed successfully for 53 years. In 1884 Mr. Erb became a business partner of Myer Goeblicher, and this partnership continued for 17 years. He then continued in business alone for several years, after which he purchased a farm. The old Harper farm is six miles west of Conneaut. After operating this farm for nine years, Mr. Erb returned to Conneaut and opened his present tailoring establishment, located in the Mutual Loan and Trust Company building on Main Street.

In 1881, Mr. Erb was married to Eva Martin, a native of Germany, who came to the United States when a girl. To Fred and Eva (Martin) Erb three children were born: Flora, married Robert Taylor, lives at Conneaut; Earl Lewis, married Edith Reynolds, lives in Cleveland; and

John Irvin, married Edith Harvey, who recently organized a coal business in Conneaut. He was inducted into service for the World War. The Armistice was signed while he was in camp in Georgia. Mr. and Mrs. Erb have seven grandchildren.

Mr. Erb is a Republican, a member of the Christian Church and belongs to the Masonic lodge. He has been a resident of Conneaut for 40 years.

John Soet, who is successfully engaged in the insurance business at Conneaut, is a native of Ashtabula County. He was born Aug. 27, 1886, and is a son of Lubert and Hattie (VanEssen) Soet.

Lubert Soet and his wife were natives of Holland and pioneer settlers of Ashtabula County. They lived in Ashtabula where Mr. Soet served as dock foreman for many years. He died in 1917 and his wife died in 1910. They were the parents of the following children: Wilhelmina, married Marius Brink, lives at Ashtabula Harbor, Ohio; Abraham, lives retired at Geneva, Ohio; Anna, married Charles Christ, lives at Ashtabula; Johnson, lives at Conneaut; Nellie, died at the age of 16 years; Hattie, married J. J. Coogan, lives at Ashtabula; John, the subject of this sketch; Louie, a conductor on the New York Central Railroad, lives at Ashtabula; and two children died in infancy.

John Soet was educated in the public schools of Ashtabula and Conneaut and since 1919 has been engaged in the insurance business. Previous to that time he had been engaged in the clothing and confectionery business in Conneaut.

On Dec. 27, 1919, Mr. Soet was married to Miss Austa O. Rhoads, who was born at Austinburg, Ohio, Dec. 8, 1895, the daughter of Jackson and Elizabeth (Rhinesmith) Rhoads, the former a native of Lancaster County, Pa., and the latter of Elkhart, Ind. Mr. Rhoads settled in Conneaut in 1890 and engaged in the lumber business. He and his wife live at 355 Harper Avenue, Conneaut. They are the parents of the following children: Zella, married J. Hogle, lives at Conneaut; Mrs. Soet; Bertha, and George, deceased; Clement and Cleo, twins, the former having died in 1921, and the latter lives at home.

Mr. Soet is a Republican, a member of the Baptist Church and belongs to the Independent Order of Odd Fellows, and the Elks lodge. He is a substantial citizen of Ashtabula County, and is highly esteemed.





